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Effective: 03-June-2010
Expires: 01-July-2010

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absense of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AUBURN-LEWISTON, ME	
AUBURN-LEWISTON MUNI	**ILS or LOC Rwy 4[1]**
	RNAV (GPS) Rwy 4[2]
	RNAV (GPS) Rwy 22[3]
AUGUSTA, ME	
AUGUSTA STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS)-B[2]
	RNAV (GPS) Rwy 8[2]
	RNAV (GPS) Rwy 35[2]
	VOR/DME Rwy 8[2]
BANGOR, ME	
BANGOR INTL	**ILS or LOC Rwy 33**
BARRE-MONTPELIER, VT	
EDWARD F. KNAPP STATE	**ILS or LOC Rwy 17[1]**
	RNAV (GPS) Rwy 17[23]
	RNAV (GPS) Rwy 35[36]
	VOR/DME Rwy 35[4]
	VOR Rwy 35[5]
BAR HARBOR, ME	
HANCOCK COUNTY-BAR HARBOR	**LOC/DME BC Rwy 4**
	ILS or LOC Rwy 22
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 22
BEDFORD, MA	
LAURENCE G. HANSCOM FIELD	**ILS or LOC Rwy 11[123]**
	ILS or LOC Rwy 29[134]
	RNAV (GPS) Rwy 11[3]
	RNAV (GPS) Rwy 23[3]
	RNAV (GPS) Rwy 29[3]
	VOR Rwy 23[1]
BERLIN, NH	
BERLIN RGNL	**VOR-B[1]**
	VOR/DME Rwy 18[2]
BEVERLY, MA	
BEVERLY MUNI	**LOC Rwy 16**
BLOCK ISLAND, RI	
BLOCK ISLAND STATE	**RNAV (GPS) Rwy 28**
	VOR Rwy 28

[1]ILS,Category C,700-2, Category D, 800-2½; LOC, NA.
[2]Categories A,B,C, 800-2¼, Category D, 800-2½.
[3]Category D, 800-2½.

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.

[1]ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.
[2]Category C, 800-2¼; Category D, 1400-3.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 1400-3.
[5]Categories A,B, 1600-2; Categories C,D, 1600-3.
[6]Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

NA when local weather not available.

[1]NA when contol tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

[1]Categories A,B, 1100-2;Category C, 1100-3; Category D, 1200-3.
[2]Category B, 1200-2;Category C, 1200-3; Category D, 1300-3.

NA when control tower closed.
NA when local weather not available.

NA when local weather not available.

NAME ALTERNATE MINIMUMS

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL **ILS or LOC Rwy 4R**[1]
ILS Rwy 15R[1]
ILS Rwy 22L[1]
ILS Rwy 27[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Rwy 32[2]
VOR/DME Rwy 15R[3]

[1]ILS, 700-2.
[2]Categories A,B,1000-2; Category C, 1000-2¾; Category D, 1000-3.
[3]Category C, 800-2¼;Category D, 800-2½.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL **ILS Rwy 6**[12]
VOR Rwy 6[3]
VOR Rwy 24[3]
VOR Rwy 29[3]

[1]NA when control tower closed.
[2]ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.
[3]Category D, 900-2½.

BURLINGTON, VT

BURLINGTON INTL **ILS or LOC/DME Rwy 15**[123]
ILS or LOC/DME Rwy 33[124]
VOR Rwy 1[2]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category E, 1000-3.

CARIBOU, ME

CARIBOU MUNI **RNAV (GPS) Rwy 19**
NA when local weather not available.

CHATHAM, MA

CHATHAM MUNI **RNAV (GPS)-B**
NA when local weather not available.

CHESTER, CT

CHESTER **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.

CONCORD, NH

CONCORD MUNI **RNAV (GPS) Rwy 12**[1]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 35[2]
VOR-A[1]

[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

DANBURY, CT

DANBURY MUNI **LOC Rwy 8**[123]
VOR or GPS-A[4]

[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]NA when local weather not available.
[4]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

FITCHBURG, MA

FITCHBURG MUNI **NDB Rwy 20**[1]
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy32[2]
NDB-A[3]

[1]Categories A,B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

FRYEBURG, ME

EASTERN SLOPES RGNL **NDB-B**[1]
RNAV (GPS) Rwy 32[2]

NA when local weather not available.
[1]Categories A, B, 1400-2; Category C, 1400-3.
[2]Categories A, B, 1100-2; Category C, 1100-3.

GROTON(NEW LONDON), CT

GROTON-NEW LONDON **ILS or LOC Rwy 5**
ILS,Categories B,C,D, 700-2.

HARTFORD, CT

HARTFORD-BRAINARD **LDA Rwy 2**
VOR or GPS-A

NA when control tower closed.
Category C,1000-2¾, Category D, 1000-3.

HIGHGATE, VT

FRANKLIN COUNTY STATE **RNAV (GPS) Rwy 1**
NA when local weather not available.

HYANNIS, MA

BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD **ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 24[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
VOR Rwy 6[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

JAFFREY, NH

JAFFREY AIRPORT-
SILVER RANCH **VOR or GPS-A**
Non-DME minima, Categories A,B, 900-2.

KEENE, NH

DILLANT-HOPKINS **RNAV (GPS) Rwy 2**[1]
VOR Rwy 2[2]
NA when local weather not available.
[1]Category A, 900-2; Category B, 1000-2; Category C, 1000-3; Category D, 1200-3.
[2]Categories A, B, 1700-2; Category C, D, 1700-3.

LACONIA, NH

LACONIA MUNI **ILS or LOC Rwy 8**[1]
NDB Rwy 8[2]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 26[3]
NA when local weather not available.
[1]ILS, LOC, Category A, 900-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[2]Category A, 1000-2; Category B, 1100-2; Category C, 1100-3; Category D, 1700-3.
[3]Category A, 900-2; Category B, 1000-2; Category C, 1100-3; Category D, 1700-3.

LAWRENCE, MA

LAWRENCE MUNI **ILS Rwy 5**[1]
NDB or GPS Rwy 5[2]
[1]NA when control tower closed.
[2]Category C, 800-2¼; Category D, 800-2½.

LEBANON, NH

LEBANON MUNI **ILS or LOC Rwy 18**[1][2]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 25[3]
RNAV (GPS) Rwy 36[4]
VOR/DME Rwy 7[5]
VOR Rwy 25[6]
[1]NA when control tower closed.
[2]ILS,LOC, Category A,1000-2; Category B, 1200-2; Categories C, D, 1300-3.
[3]Category A, 1100-2; Category B, 1200-2; Category C, D, 1200-3.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.
[5]Categories A, B, 1000-2; Categories C, D, 1100-3.
[6]Categories A, B, 1100-2; Categories C, D, 1100-3.

NAME ALTERNATE

MANCHESTER, NH

MANCHESTER **ILS or LOC/DME Rwy 17**[1][2]
ILS or LOC Rwy 6[2]
ILS or LOC Rwy 35[2]
RNAV (GPS) Rwy 6[1]
RNAV (GPS) Rwy 35[1]
RNAV (GPS) Y Rwy 17[1]
VOR/DME or GPS Rwy 17[3]
[1]NA when local weather not available.
[2]ILS, Categories A, B, C, D, 700-2.
[3]Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, MA

MARSHFEILD MUNI-GEORGE
HARLOW FIELD **NDB Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

MILLINOCKET, ME

MILLINOCKET MUNI **RNAV (GPS) Rwy 29**
VOR Rwy 29
NA when local weather not available.
Category D, 800-2¼.

NANTUCKET, MA

NANTUCKET
MEMORIAL **ILS or LOC Rwy 6**[1][2]
ILS or LOC Rwy 24[1][2]
NDB Rwy 24[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR Rwy 24[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

NASHUA, NH

BOIRE FIELD **RNAV (GPS) Rwy 32**[1]
VOR or GPS-A[2][3]
VOR Rwy 32[2][4]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼,Category D, 800-2½.

NEW BEDFORD, MA

NEW BEDFORD RGNL **ILS or LOC Rwy 5**[1]
LOC BC Rwy 23
NDB Rwy 5
NA when control tower closed.
[1]ILS, 700-2.

NAME ALTERNATE MINIMUMS

NEW HAVEN, CT

TWEED-NEW HAVEN **ILS or LOC Rwy 2[1]**
RNAV (GPS) Rwy 2[2]
VOR-A[2]
VOR Rwy 2[2]

NA when control tower closed.
NA when local weather not available.
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼

NEWPORT, RI

NEWPORT STATE **RNAV (GPS) Rwy 16**
VOR/DME Rwy 16

NA when local weather not available.

NORTH KINGSTOWN, RI

QUONSET STATE **ILS or LOC Rwy 16[12]**
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
VOR-A[1]
VOR Rwy 34[1]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.

NORWOOD, MA

NORWOOD MEMORIAL **LOC Rwy 35**

NA when control tower closed.

ORANGE, MA

ORANGE MUNI **VOR-A**

Categories A,B, 1400-2; Categories C,D, 1400-3.

OXFORD, CT

WATERBURY-OXFORD .. **RNAV (GPS) Rwy 18**

NA when local weather not available.

PAWTUCKET, RI

NORTH
CENTRAL STATE **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR-A
VOR-B

NA when local weather not available.

PITTSFIELD, MA

PITTSFIELD MUNI **RNAV (GPS) Rwy 8[1]**
RNAV (GPS) Rwy 26[2]

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

NAME ALTERNATE MINIMUMS

PLYMOUTH, MA

PLYMOUTH MUNI **ILS or LOC/DME Rwy 6**
RNAV (GPS) Rwy 6

NA when local weather not available.

PORTLAND, ME

PORTLAND INTL
JETPORT **ILS or LOC Rwy 11**
ILS or LOC Rwy 29

ILS, Category D, 700-2.

PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT
AT PRESQUE ISLE **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 28[1]
VOR Rwy 19[4]

[1]NA when local weather not available.
[2]Categories B, C, D, 700-2.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

PROVIDENCE, RI

THEODORE FRANCIS GREEN
STATE **ILS or LOC Rwy 5**
ILS or LOC Rwy 23
ILS Rwy 34

NA when control tower closed.

ROCHESTER, NH

SKYHAVEN **RNAV (GPS) Rwy 33**
VOR/DME-A

NA when local weather not available.

ROCKLAND, ME

KNOX COUNTY RGNL **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 31

NA when local weather not available.

RUTLAND, VT

RUTLAND -SOUTHERN
VERMONT RGNL **RNAV (GPS) Rwy 1[1]**
RNAV (GPS) Rwy 19[2]
VOR/DME Rwy 19[3]

NA when local weather not available.
[1]Categories A, B, 2400-2; Category C, 2400-3.
[2]Categories A, B, 1500-2; Category C, 1500-3.
[3]Categories A, B, 1800-2; Category C, 1800-3.

SANFORD, ME

SANFORD RGNL **RNAV (GPS) Rwy 32**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

TAUNTON, MA

TAUNTON MUNI-
KING FIELD **RNAV (GPS) Rwy 30**
NA when local weather not available.

VINEYARD HAVEN, MA

MARTHA'S VINEYARD **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 6
VOR Rwy 24
NA when local weather not available.
[1]NA when control tower closed.

WATERVILLE, ME

WATERVILLE
ROBERT LAFLEUR **RNAV (GPS) Rwy 23**
NA when local weather not available.

WESTFIELD/SPRINGFIELD, MA

BARNES MUNI **ILS or LOC Rwy 20**[12]
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 20[12]
VOR or TACAN Rwy 2[45]
VOR Rwy 20[46]
[1]Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.
[4]NA when control tower closed.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.
[6]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

WHITEFIELD, NH

MOUNT WASHINGTON
RGNL **RNAV (GPS) Y Rwy 10**[12]
RNAV (GPS) Z Rwy 10[2]
[1]Categories A, B, 900-2; Category C, 900-2¾.
[2]NA when local weather not available.

WILLIMANTIC, CT

WINDHAM **LOC Rwy 27**[1]
VOR-A
Category C, 800-2¼.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

WINDSOR LOCKS, CT

BRADLEY INTL **ILS or LOC Rwy 6**[1]
ILS or LOC Rwy 24[2]
ILS or LOC Rwy 33[2]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 24[2]
RNAV (GPS) Rwy 33[2]
VOR or TACAN Rwy 6[4]
VOR or TACAN Rwy 15[5]
VOR or TACAN Rwy 24[6]
VOR or TACAN Rwy 33[6]
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.
[3]Categories A,B, 1000-2; Category C, 1000-2¾.
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D,1000-3, Category E, 1300-3.
[5]Categories A,B, 1200-2; Categories C, D, E, 1200-3.
[6]Category D, 1000-3; Category E, 1300-3.

WISCASSET, ME

WISCASSET **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

WORCESTER, MA

WORCESTER RGNL **ILS or LOC Rwy 11**[12]
ILS or LOC Rwy 29[12]
NDB Rwy 11[23]
RNAV (GPS) Rwy 11[23]
RNAV (GPS) Rwy 29[23]
RNAV (GPS) Rwy 33[23]
VOR/DME Rwy 33[3]
NA when control tower closed.
[1]ILS, Category B , 700-2 ; Category C, 800-2; Category D, 1000-3.LOC, Category D, 1000-3.
[2]NA when local weather not available.
[3]Category D, 1000-3.

BANGOR, ME

Amdt. 4B, SEP 25, 2008 (FAA) ELEV **192**

BANGOR INTL

RADAR- 124.5 239.3 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	33		AB	**580**/24	417	(400-½)
			C	**580**/40	417	(400-¾)
			DE	**580**/50	417	(400-1)
	15		AB	**700**/24	508	(600-½)
			CD	**700**/50	508	(600-1)
			E	**700**/60	508	(600-1¼)
CIRCLING			AB	**700**-1	508	(600-1)
			C	**700**-1½	508	(600-1½)
			DE	**760**-2	568	(600-2)

Circling not authorized Northeast of Rwy 15-33.
For inoperative SSALR, S-15 and S-33 increase visibility Cat E ½ mile.

PORTSMOUTH, NH

Amdt 1, AUG 27, 2009 (FAA) ELEV **100**

PORTSMOUTH INTL AT PEASE

RADAR- 125.05 269.4 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	34	3.0°/64/1221	ABCDE	**284**/24	200	(200-½)
ASR	34		ABC	**560**/40	476	(500-¾)
			D	**560**/50	476	(500-1)
			E	**560**/60	476	(500-1¼)
	16		ABC	**520**/40	420	(500-¾)
			DE	**520**/50	420	(500-1)
CIR			AB	**560**-1¼	460	(500-1¼)
			C	**560**-1½	460	(500-1½)
			D	**680**-2	580	(600-2)
			E	**720**-2¼	620	(700-2¼)

Circling NA east of Rwy 16/34.
For inoperative MALSR increase PAR S-34 Cat E visibility to RVR 4000, ASR S-34 Cat E visibility to 1¾.
For inoperative MALSR increase ASR S-16 Cat D visibility to RVR 5000 and Cat E to 1½.
Lost Communications (All Rwys): As directed by ATC on inital contact.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI (LEW)

AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22,** std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 165° to 900 before turning northeast. **Rwy 22,** climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4,** multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17,** tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

NAME	TAKE-OFF MINIMUMS

AUBURN-LEWISTON MUNI(CONT.)

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39' AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22,** tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centlerine, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

AUBURN-LEWISTON MUNI(CON'T)

Rwy 35, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72'AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)
AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35,** 300-1. **Rwy 26,** 400-1 or std. with a min. climb of 250' per NM to 700.

BANGOR, ME

BANGOR INTL (BGR)
AMDT 2 09239 (FAA)

NOTE: **Rwy 15,** trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)
AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22,** climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35,** climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4,** road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17,** bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22,** multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35,** terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)
AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 23,** 500-2 or std. with a min. climb of 400' per NM to 2600 .

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17,** climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23,** climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35,** climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

BEDFORD, MA

LAURENCE G. HANSCOM FIELD (BED)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23,** 300-1¾ or std. w/ min.climb of 415' per NM to 400.

NOTE: **Rwy 5,** terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11,** tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23,** vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29,** vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

BELFAST, ME

BELFAST MUNI (BST)
AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 300-1¾ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 136° to 900 before turning south.

NOTE: **Rwy 33,** light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)
AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31,** 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13,** climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31,** climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.

BERLIN, NH

BERLIN RGNL (BML)

ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

BEVERLY, MA

BEVERLY MUNI (BVY)

AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27,** climb heading 270° to 700 before turning left.

NOTE: **Rwy 9,** multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16,** multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27,** multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34,** multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

BIDDEFORD, ME

BIDDEFORD MUNI (B19)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6,** multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24,** multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

BLOCK ISLAND, RI

BLOCK ISLAND STATE (BID)

AMDT 3 10042 (FAA)

NOTE: **Rwy 10,** bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28,** buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ADMT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9,** 300-1¼ or std. with a min climb of 272' per NM to 300. **Rwy 14,** 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 22L, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R,** 300-1¾ or std. w/ a min climb of 320' per NM to 400. **Rwy 27,** std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R,** NA-environmental. **Rwy 33L,** 300-1¾ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L,** climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14,** climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R,** climb heading 216° to 800 before turning right. **Rwy 33L,** climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L,** light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R,** light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9,** antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14,** ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L,** sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R,** sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

GENERAL EDWARD LAWRENCE LOGAN INTL (CON'T)

Rwy 22L, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R,** rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27,** multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L,** multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29,** 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6,** cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11,** 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL. **Rwy 24,** cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29,** cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)
AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15,** std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19,** std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33,** std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15,** climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19,** climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33,** climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1,** trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15,** bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19,** trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33,** trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI (CAR)
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29,** 300-1.

CHATHAM, MA

CHATHAM MUNI (CQX)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24,** 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6,** multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24,** multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

CLAREMONT, NH
CLAREMONT MUNI (CNH)
AMDT 2 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29,** 1300-3 or 3100 2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb in visual conditions to cross Claremont Muni at or above 3000.
NOTE: **Rwy 11,** multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29,** multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

CONCORD, NH
CONCORD MUNI (CON)
AMDT 3 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17,** 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30,** 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35,** 300-1 or std. with a min. climb of 320' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 12,** climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17,** climb to 1200 before turning on course. **Rwy 35,** climb to 1300 before turning on course.

DANBURY, CT
DANBURY MUNI (DXR)
AMDT 3 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-2. **Rwy 17**, 600-1. **Rwy 26,** 500-2. **Rwy 35,** 900-2 or std. with a min. climb of 360' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 8, 17,** climb runway heading to 1200 before turning on course. **Rwys 26, 35,** climb runway heading to 1500 before proceeding on course.

DANIELSON, CT
DANIELSON (LZD)
AMDT 3 93231 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 700-2 or std. with a min. climb of 300' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1100 before turning on course. **Rwy 31,** climb to 1000 feet before turning on course.

DEXTER, ME
DEXTER RGNL (1B0)
ORIG 97030 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** NA.
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1000 before turning westbound. **Rwy 34,** climb runway heading to 1800 before turning northeastbound.

EASTPORT, ME
EASTPORT MUNI (EPM)
ORIG 94174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 240' per NM to 300.

ELIOT, ME
LITTLEBROOK AIR PARK (3B4)
ORIG 03247 (FAA)
NOTE: **Rwy 12,** house 118'right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30,** trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

FITCHBURG, MA
FITCHBURG MUNI (FIT)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 14, 20,** NA-obstacles. **Rwy 32,** std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.
NOTE: **Rwy 32,** multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1¼ or std. w/ min. climb of 503' per NM to 1300.
NOTE: **Rwy 14,** trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32,** trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32,** 2200-2 with a min. climb of 471' per NM to 6600.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32,** for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.
NOTE: **Rwy 32,** tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

GARDNER, MA

GARDNER MUNI (GDM)
AMDT 1 93203 (FAA)
TAKE-OFF-MINIMUMS: **Rwy 18,** 300-1. **Rwy 36,** 500-2.

GREAT BARRINGTON, MA

WALTER J. KOLADZA (GBR)
AMDT 2 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29,** 800-2 or std. with a min. climb of 310' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11, 29,** climb runway heading to 2200 before proceeding on course.

GREENVILLE, ME

GREENVILLE MUNI (3B1)
AMDT 1 94202 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 1000-3. **Rwys 21, 32,** 300-1.
DEPARTURE PROCEDURE: **Rwy 3,** climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21,** climb runway heading to 3000 before proceeding on course. **Rwy 32,** climbing right turn heading 005° to 3000 before proceeding on course.

GREENVILLE SEAPLANE BASE (52B)
AMDT 2 95173 (FAA)
TAKE-OFF MINIMUMS: **North/South,** 600-1.
DEPARTURE PROCEDURE: **North,** climb to 3400 via heading 360° before proceeding on course. **South,** climb to 3400 via heading 180° before proceeding on course.

GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)
AMDT 7 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 350' per NM to 300.
DEPARTURE PROCEDURE: **Rwy 33,** climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.
NOTE: **Rwy 5,** road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15,** bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23,** bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33,** railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

HARTFORD, CT

HARTFORD-BRAINARD (HFD)
AMDT 4 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** NA
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1000 before proceeding on course. **Rwy 20,** climb to 1900 via heading 175° before proceeding on course.
NOTE: **Rwy 2,** 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20,** 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

HAVERHILL, NH

DEAN MEMORIAL (5B9)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19,** NA terrain.
DEPARTURE PROCEDURE: **Rwy 1,** climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.
NOTE: **Rwy 1,** multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline,to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
ORIG 04106 (FAA)
NOTE: **Rwy 19,** trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

HOPEDALE, MA

HOPEDALE INDUSTRIAL PARK (1B6)
AMDT 2 95341 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36,** 600-1 or std. with a min. climb of 280' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 900 before turning on course. **Rwy 36,** climb runway heading to 1100 before turning on course.

HOULTON, ME
HOULTON INTL (HUL)
AMDT 1 84033 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 5,** 300-1. **Rwy 19,** 500-1. **Rwy 23,** 300-1 or std. with a min. climb of 220' per NM to 700.

HYANNIS, MA
BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)
AMDT 3A 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1 or std. with a min. climb of 354' per NM to 300.
DEPARTURE PROCEDURE: **Rwys 24,33,** climb runway heading to 700 before proceeding on course.
NOTE: **Rwy 33,** pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

JAFFREY, NH
JAFFREY AIRPORT-SILVER RANCH (AFN)
ORIG 83118 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 500-1.
DEPARTURE PROCEDURE: **Rwy 16,** climb to 3000 direct to GDM VOR/DME before proceeding on course. **Rwy 34,** climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

KEENE, NH
DILLANT-HOPKINS (EEN)
AMDT 5 97282 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 1200-2. **Rwy 14,** 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20,** 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32,** 1600-2.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14,** climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32,** climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.
NOTE: **Rwy 2,** 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32,** 89' AGL trees 800' from departure end of runway and 600' right of centerline.

LACONIA, NH
LACONIA MUNI (LCI)
AMDT 4 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 600-1¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26,** 300-1 or std. w/ min. climb of 421' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26,** climb heading 264° to 2500 before proceeding on course.
NOTE: **Rwy 8,** trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26,** trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

LAWRENCE, MA
LAWRENCE MUNI (LWM)
AMDT 3 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14,** 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23,** 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32,** 300-1.

LEBANON, NH

LEBANON MUNI (LEB)

AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 380' per NM to 3100, or 2000 - 3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 075° to 1900 before proceeding on course. **Rwy 18,** climb heading 184° to 3100 before proceeding on course. **Rwy 25,** climb heading 255° to 3100 before proceeding on course. **Rwy 36,** climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36,** - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7,** numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18,** numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25,** multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36,** multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

LINCOLN, ME

LINCOLN RGNL (LRG)

AMDT 1 87099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 800-2. **Rwy 35,** 300-1.

LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)

AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20,** climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2,** multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20,** multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

MACHIAS, ME

MACHIAS VALLEY (MVM)

AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36,** 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18,** numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36,** numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

MANCHESTER, NH

MANCHESTER (MHT)

AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¼ or std. w/ min. climb of 277' per NM to 600. **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 058° to 1000 before turning right. **Rwy 24,** climb heading 245° to 900 before proceeding on course. **Rwy 35,** climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6,** trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17,** trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24,** trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35,** tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
AMDT 2 96228 9FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-1. **Rwys 4,22,** NA.

MARSHFIELD, MA
MARSHFIELD MUNI-GEORGE HARLOW FIELD (GHG)
ORIG 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2¾ or std. w/ min. climb of 234' per NM to 400.
NOTE: **Rwy 6,** multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24,** multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

MERIDEN, CT
MERIDEN MARKHAM MUNI (MMK)
AMDT 3 07046 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36,** std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 176° to 1100 before proceeding on course. **Rwy 36,** climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.
NOTE: **Rwy 18,** 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36,** multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29,** 400-3 or std. w/ min. climb of 535' per NM to 1000.
Rwy 34, 400-2½ or std. w/ min. climb of 351' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb via heading 107° and MLT R-330 to MLT VOR/DME thence...**Rwy 16,** climb via heading 156° and MLT R-309 to MLT VOR/DME thence...**Rwy 29,** climb via heading 287° to 1000 then climbing left turn via heading 152° and MLT R-290 to MLT VOR/DME thence...**Rwy 34,** climbing right turn via heading 156° and MLT R-344 to MLT VOR/DME thence...
...continue climb in MLT VOR/DME holding pattern (Southeast, Right Turns, 319° inbound) to cross MLT VOR/DME at or above 3000 before proceeding on course.
NOTE: **Rwy 11,** bushes beginning 82' from DER, 25' left of centerline, up to 16' AGL/406' MSL. Trees beginning 49' from DER, 258' left of centerline, up to 100' AGL/489' MSL. Trees beginning 52' from DER, 247' right of centerline, up to 100' AGL/489' MSL. Trees beginning 1685' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 16,** vehicle 311' from DER, left and right of centerline, 15' AGL/393' MSL. Trees beginning 84' from DER, 272' left of centerline, up to 64' AGL/444' MSL. Trees beginning 20' from DER, 247' right of centerline, up to 66' AGL/436' MSL. Trees beginning 791' from DER, left and right of centerline, up to 100' AGL/489' MSL. **Rwy 29,** antenna, towers, powerlines, and stacks beginning 294' from DER, 250' left of centerline, up to 302' AGL/782' MSL. Obstacle light on localizer, antenna, and powerlines beginning 301' from DER, 1' right of centerline, up to 114' AGL/584' MSL. Trees beginning 300' from DER, 395' left of centerline, up to 62' AGL/452' MSL. Trees beginning 705' from DER, 237' right of centerline, up to 78' AGL/ 678' MSL. **Rwy 34,** trees beginning 28' from DER, 249' right of centerline, up to 113' AGL/729' MSL. Trees beginning 261' from DER, 317' left of centerline, up to 67' AGL/457' MSL. Tower 11162' from DER, 470' right of centerline, 310' AGL/708' MSL.

MONTAGUE, MA
TURNERS FALLS (0B5)
AMDT 1 97002 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 1200-1. **Rwy 34,** 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
AMDT 2 94314 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19,** 2100-3.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19,** climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.
NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

NANTUCKET, MA
NANTUCKET MEMORIAL (ACK)
AMDT 3 98281 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 700-1 or std. with a min. climb of 330' per NM to 800.
DEPARTURE PROCEDURE: **Rwys 6,12,15,24,30, 33,** climb runway heading to 800 before proceeding on course.
NOTE: **Rwy 33,** 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

NASHUA, NH
BOIRE FIELD (ASH)
AMDT 2 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 319° to 900 before proceeding on course.
NOTE: **Rwy 14,** REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32,** multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

NEW BEDFORD, MA
NEW BEDFORD RGNL (EWB)
AMDT 7 99028 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 280' per NM to300. **Rwy 32,** 300-1 or std. with a min. climb of 270' per NM to 300.

NEW HAVEN, CT
TWEED-NEW HAVEN (HVN)
AMDT 5 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 32,** 400-1½ or std. with a min. climb of 461' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 016° to 1900 before turning left. **Rwy 32,** climb heading 324° to 1500 before turning right.
NOTE: **Rwy 2,** trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14,** trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20,** bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline ,23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32,** pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.

NEWPORT, RI
NEWPORT STATE (UUU)
AMDT 3 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 300-2¼ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16,** 200-1 or std. w/ min. climb of 430' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 1200 before proceeding on course.
NOTE: **Rwy 4,** trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16,** tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34,** terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

NEWPORT, VT
NEWPORT STATE (UUU)
AMDT 2 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23,** 1000-3 or std. with a min. climb of 410' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 5,** climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18,23,** climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36,** climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

NORRIDGEWOCK, ME
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)
AMDT 2 98029 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1. **Rwy 15,** 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21,** 1100-2 or std. with a min. climb rate of 210' until passing 1700.
DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 800 before turning southeast. **Rwy 33,** climbing right turn direct AUG VOR/DME before proceeding on course.

NORTH KINGSTOWN, RI
QUONSET STATE (OQU)
ORIG 99308 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16,** 300-1 or std. with a min. climb of 250' per NM to 300.

NORTHAMPTON, MA
NORTHAMPTON (7B2)
AMDT 3 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 1300-2. **Rwy 32,** 1700-2 or std. with a min. climb of 330' per NM to 2000.
DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1300 before proceeding on course. **Rwy 32,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 14,** 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

NORWOOD, MA
NORWOOD MEMORIAL (OWD)
AMDT 5 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300 - 2 ¼ or std. w/ min. climb of 340' per NM to 400. **Rwy 17,** 300 – 2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28,** 400 - 2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35,** 300 - 2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 104° to 1100 before turning north. **Rwy 28,** climb heading 284° to 700 before turning north. **Rwy 35,** climb heading 335° to 1900 before turning east.
NOTE: **Rwy 10,** trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17,** trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28,** trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35,** trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133'MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL

OLD TOWN, ME

DEWITT FIELD OLD TOWN MUNI (OLD)

ORIG 07270 (FAA)

NOTE: **Rwy 4,** trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12,** trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22,** trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30,** trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

ORANGE, MA

ORANGE MUNI (ORE)

ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,14,19,32,** 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

OXFORD, CT

WATERBURY-OXFORD (OXC)

AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18,** multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36,** multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

OXFORD, ME

OXFORD COUNTY RGNL (81B)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33,** std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33,** climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15,** multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33,** multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

PAWTUCKET, RI

NORTH CENTRAL STATE (SFZ)

AMDT 3 09127 (FAA)

NOTE: **Rwy 5,** tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15,** trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23,** multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33,** multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

PITTSFIELD, MA

PITTSFIELD MUNI (PSF)

AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA.

Rwy 8, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26,** 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26,** climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8,** 120' AGL tree 370' from departure end of runway, 533' right of centerline.

PITTSFIELD, ME

PITTSFIELD MUNI (2B7)
AMDT 2 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36,** aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

PLYMOUTH, MA

PLYMOUTH MUNI (PYM)
AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15,** 300-1. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 900 before proceeding on course.

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36,** 400-2 ¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11,** trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18,** towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29,** trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36,** towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE (PSM)
ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use PEASE DEPARTURE.

NOTE: **Rwy 34,** building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT PRESQUE ISLE (PQI)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19,** 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1200 before proceeding on course. **Rwy 10,** climb runway heading to 1700 before proceeding on course.

PRINCETON, ME

PRINCETON MUNI (PNN)
ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn direct PNN VOR/DME before proceeding on course.

PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE (PVD)
AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16,** multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34,** vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)
ORIG 07214 (FAA)

NOTE: **Rwy 7,** trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25,** bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)
ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** NA. **Rwy 24,** 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6,** NA. **Rwy 24,** climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)
ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 600-2.

DEPARTURE PROCEDURE: **Rwy 14,** climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32,** climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

ROCHESTER, NH

SKYHAVEN (DAW)
AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33,** climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33,** trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

ROCKLAND, ME

KNOX COUNTY RGNL (RKD)
ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31,** std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31,** for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3,** multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13,** multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21,** multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31,** multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

RUTLAND, VT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)
AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions. **Rwy 13,** NA-obstacles. **Rwy 19,** std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31,** std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 19,** climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31,** climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1,** tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19,** trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31,** tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

SANFORD, ME

SANFORD RGNL (SFM)
AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32,** 300-1.

DEPARTURE PROCEDURE: **Rwy 25,** climb straight ahead to 1600 before proceeding on course. **Rwy 32,** climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

SOUTHBRIDGE, MA

SOUTHBRIDGE MUNI (3B0)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2,** trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL. **Rwy 20,** trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

SPRINGFIELD, VT

HARTNESS STATE (SPRINGFIELD) (HIE)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29,** NA Obstacles. **Rwy 23,** 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23,** climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/ 658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/ 1262' MSL.

STOW, MA

MINUTE MAN AIRFIELD (6B6)
AMDT 2 98253 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3,** 300-1. **Rwys 12, 30,** NA

DEPARTURE PROCEDURE: **Rwy 21,** climb runway heading to 2000 before proceeding on course.

TAUNTON, MA

TAUNTON MUNI-KING FIELD (TAN)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Turf runway. **Rwy 12,** 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30,** 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12,** Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30,** Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

VINEYARD HAVEN, MA

MARTHAS VINEYARD (MVY)
ORIG 07074 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15,** light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24,** multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/ 107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33,** bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

WATERVILLE, ME

WATERVILLE ROBERT LAFLEUR (WVL)
ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32,** 300-1.

WEST DOVER, VT

MOUNT SNOW (4V8)
AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19,** std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19,** climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.

NOTE: **Rwy 1,** brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL: trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19,** brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

WESTERLY, RI

WESTERLY STATE (WST)
AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32,** 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways,** climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14,** multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25,** multiple trees from 4180 to 6600 ' from departure end of runway, 10 to 500 ' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32,** multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

WESTFIELD, MA

BARNES MUNI (BAF)
AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15,** 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500 – 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 024° to 1700 before proceeding on course. **Rwy 15,** climb heading 154° to 1300 before proceeding on course. **Rwy 20,** climb heading 204° to 1500 before proceeding on course. **Rwy 33,** climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: Rwy 2, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385'MSL. Trees beginning 1098' from DER,431'right of centerline, up to 100' AGL/ 465' MSL. **Rwy 15,** trees beginning 245' from DER, 74' left of centerline, up to 100'AGL/576'MSL. Bush 245'from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/ 508' MSL. **Rwy 20,** trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100'AGL/329' MSL. **Rwy 33,** trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/ 383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/ 513' MSL.

WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

. Rwy 5, 900-3*
03191 Rwy 33, 1400-3**

* Or standard with minimum climb of 250/NM to 900.

** Or standard with minimum climb of 320/NM to 1400.

RWY 15: 307' tree 1013' from departure endof RWY, 526' left of extended centerline, 294'tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerlineline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)
AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28,** 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28,** climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10,** 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28,** 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18,** 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27,** 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36,** std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18,** climb heading 170° to 1200 before turning right. **Rwy 27,** climb heading 269° to 800 before proceeding on course. **Rwy 36,** for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9,** trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18,** trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27,** obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centelrine, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36,** trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** std. w/ min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 013° to 1000 before turning left. **Rwy 33,** Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1,** vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6,** trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/239' MSL. **Rwy 15,** vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24,** trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33,** trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7,** trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25,** vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

WORCESTER, MA

WORCESTER RGNL (ORH)
AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33,** 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 289° to 1600 before turning right. **Rwy 33,** climb heading 333° to 2000 before turning right

NOTE: **Rwy 15,** trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29,** trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33,** trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

LOC I-LEW	APP CRS	Rwy Idg	5001
108.9	041°	TDZE	270
		Apt Elev	288

ILS or LOC RWY 4

AUBURN-LEWISTON MUNI (LEW)

ADF REQUIRED. For inoperative MALSR increase S-ILS 4 visibilty to 1¼ all Cats, and increase S-LOC 4 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2300 direct LE LOM and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5	124.05	122.8 (CTAF) L

ALTERNATE MISSED APRCH

246° 066° R-246° MOYER AUG 10

ADF REQUIRED

AUGUSTA 111.4 AUG Chan 51

2500 246° (31.8)

1001 950 643 752 1360 972 2049 2534

LOCALIZER 108.9 I-LEW

LOM/IAF LEWIE 240 LE

041° 1 min 221°

10 NM

MSA LE 25 NM

3700 270° 2300 360°

KENNEBUNK 117.1 ENE Chan 118

2500 037° (34.4)

ELEV 288

REIL Rwy 22 L

HIRL Rwy 4-22 L

MIRL Rwy 17-35 L

22 17 4 1.2% UP 2750 X 75 5001 X 100 388 35 P TDZE 270

041° 5.3 NM from FAF

One Minute Holding Pattern

LOM 2022

2300 221° 041°

GS 3.00° TCH 50

VGSI and ILS glidepath not coincident.

2200 2000* 041°

*LOC only

5.3 NM

900 2300 LE 240

CATEGORY	A	B	C	D
S-ILS 4	642-¾		372 (400-¾)	
S-LOC 4	860-¾	590 (600-¾)	860-1 590 (600-1)	860-1¼ 590 (600-1¼)
CIRCLING	860-1¼	572 (600-1¼)	920-1¾ 632 (700-1¾)	1060-2½ 772 (800-2½)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
041°	TDZE	270
	Apt Elev	288

RNAV (GPS) RWY 4

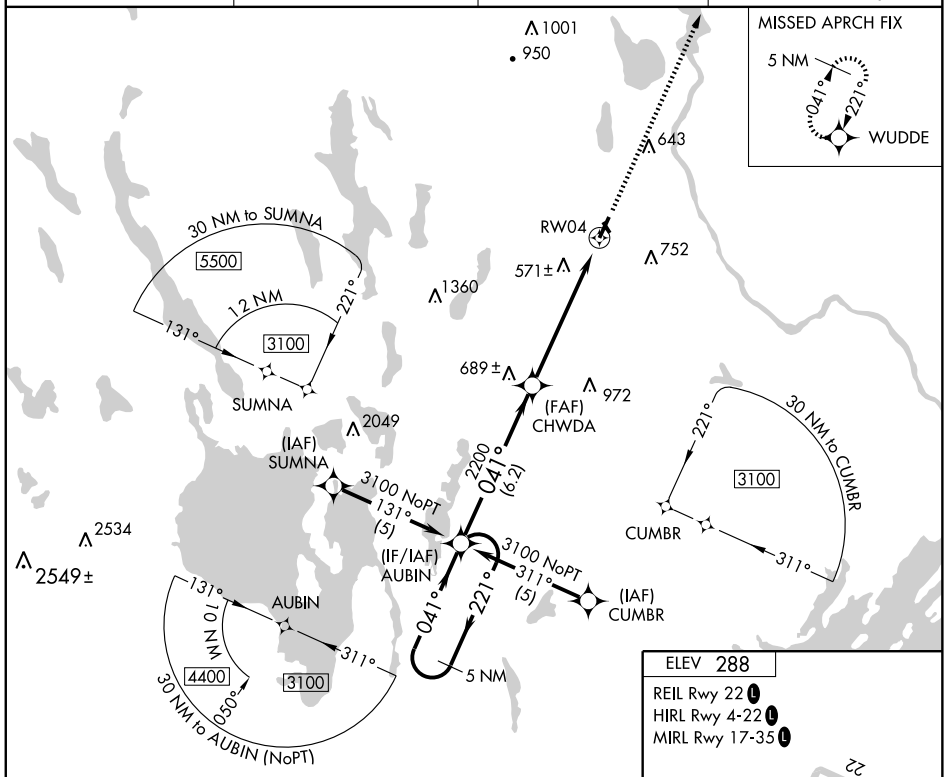
AUBURN-LEWISTON MUNI (LEW)

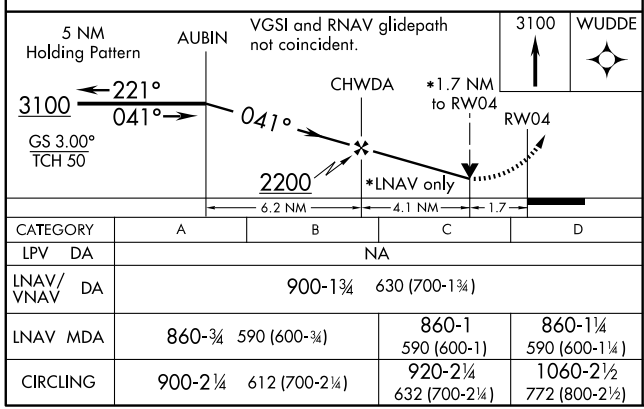
T A W Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. DME/DME RNP-0.3 NA. Circling to Rwy 17, 22, 35 NA at night. Visibility reduction by helicopters NA.

MALSR

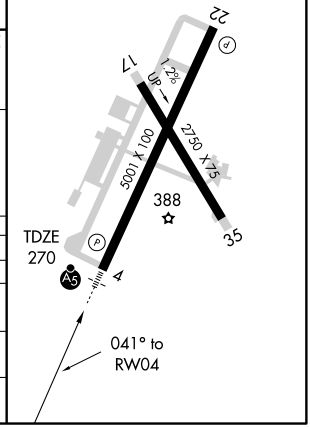
MISSED APPROACH: Climb to 3100 direct WUDDE and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5	124.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	900-1¾ 630 (700-1¾)			
LNAV MDA	860-¾ 590 (600-¾)		860-1 590 (600-1)	860-1¼ 590 (600-1¼)
CIRCLING	900-2¼ 612 (700-2¼)		920-2¼ 632 (700-2¼)	1060-2½ 772 (800-2½)



NE-1, 03 JUN 2010 to 01 JUL 2010

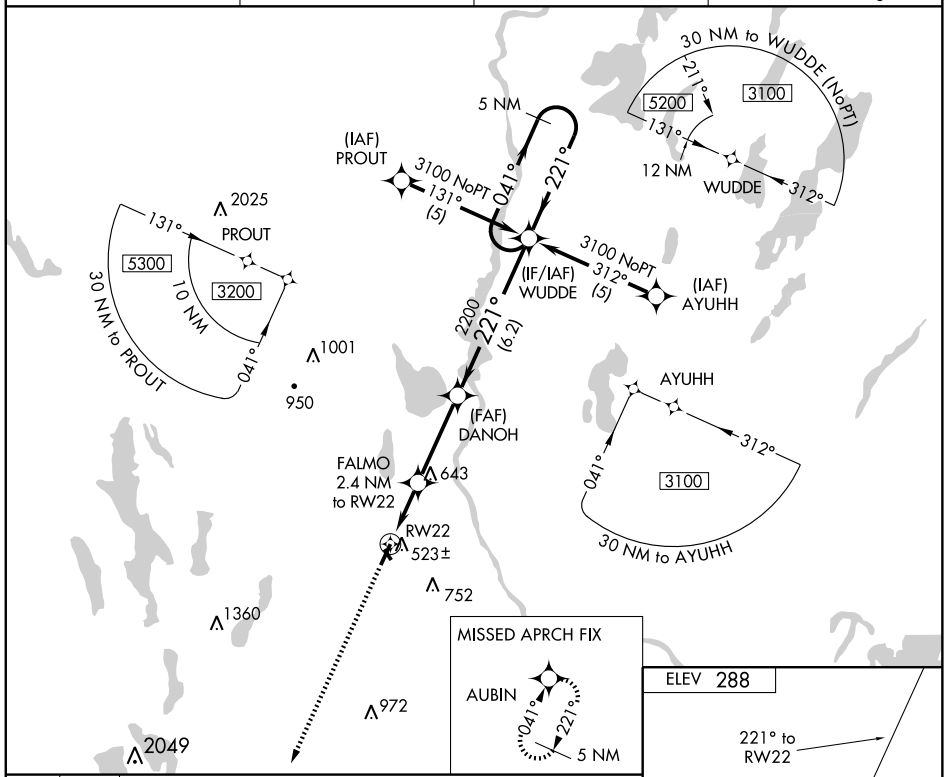
APP CRS	Rwy Idg	5001
221°	TDZE	270
	Apt Elev	288

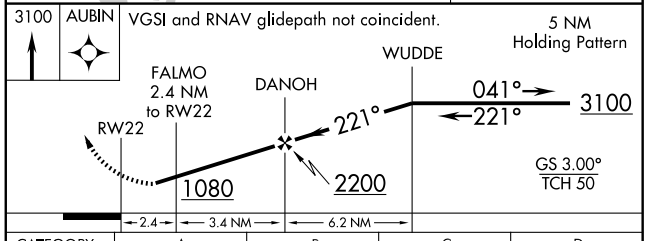
RNAV (GPS) RWY 22
AUBURN-LEWISTON MUNI (LEW)

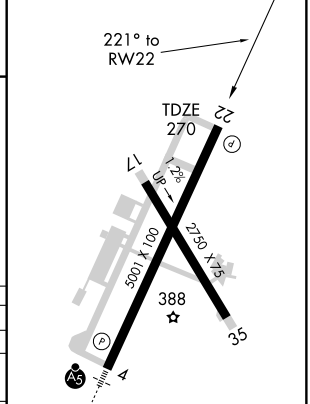
T Straight-in minimums NA at night. Circling to Rwy 17/35 NA at night.
A Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.
W Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5	124.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	860-2 590 (600-2)			
LNAV MDA	780-1 510 (500-1)		780-1½ 510 (500-1½)	
CIRCLING	860-2 572 (600-2)		920-2 632 (700-2)	1060-2½ 772 (800-2½)

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME AUG	APP CRS	Rwy Idg	N/A
111.4	250°	TDZE	N/A
Chan 51		Apt Elev	288

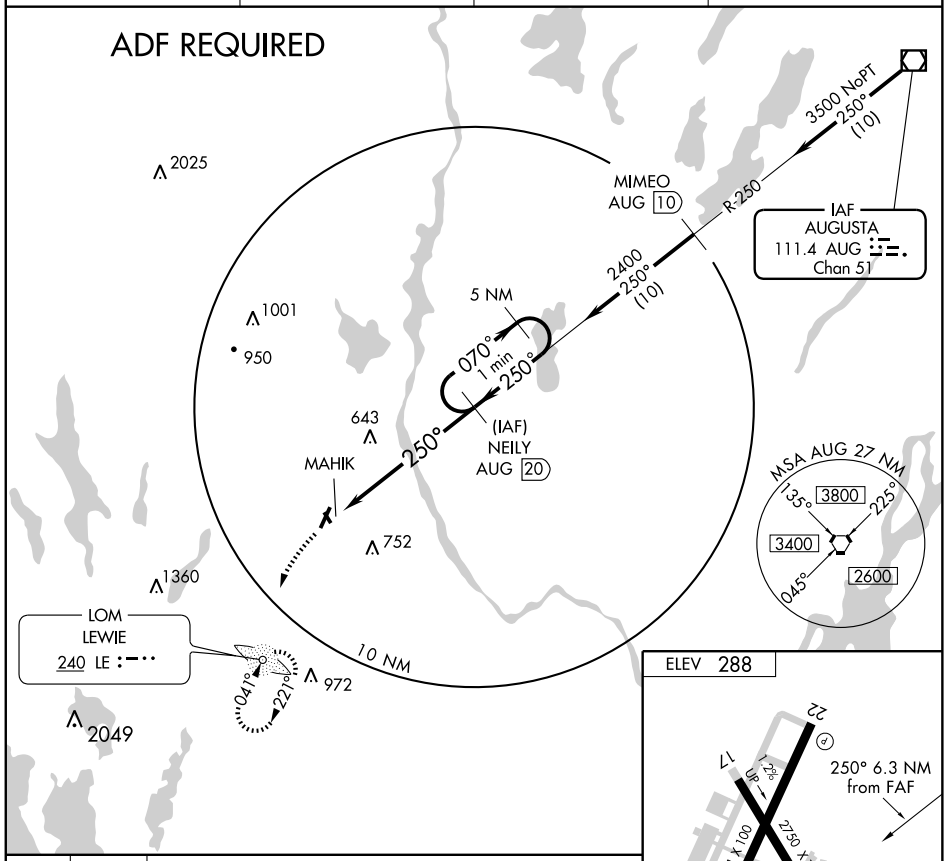
VOR/DME-A

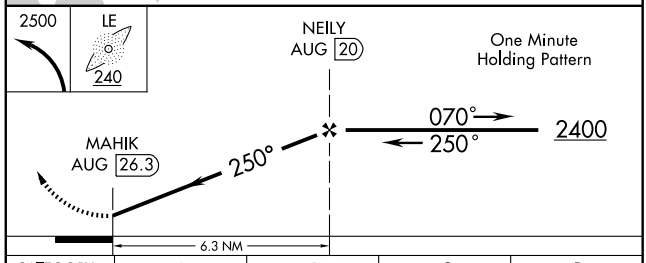
AUBURN-LEWISTON MUNI (LEW)

NA

MISSED APPROACH: Climbing left turn to 2500 direct LE LOM and hold.

AWOS-3	PORTLAND APP CON ★	PORTLAND CLNC DEL	UNICOM
118.025	125.5	124.05	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1112 (1200-1¼)	1400-1½ 1112 (1200-1½)	1400-3 1112 (1200-3)	

REIL Rwy 22 L
HIRL Rwy 4-22 L
MIRL Rwy 17-35 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
171°	TDZE	349
	Apt Elev	352

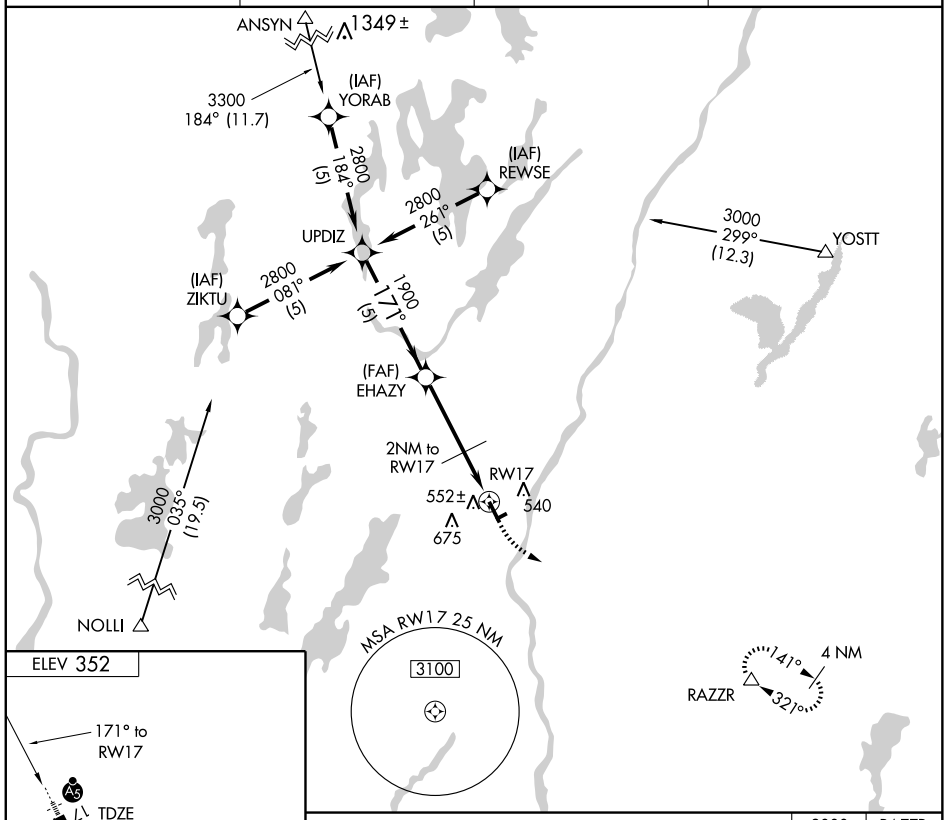
GPS RWY 17
AUGUSTA STATE (AUG)

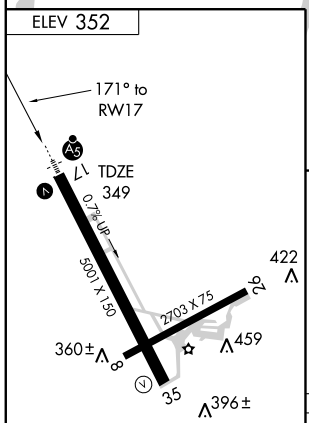
NA

MALSR

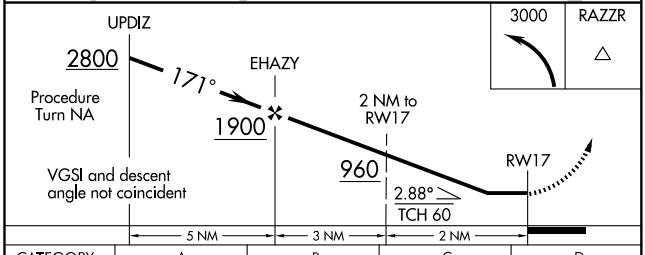
MISSED APPROACH: Climbing left turn to 3000 direct RAZZR WP and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L





MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L



CATEGORY	A	B	C	D
S-17	780-½ 431 (500-½)		780-¾ 431 (500-¾)	780-1 431 (500-1)
CIRCLING	920-1 568 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC I-AUG	APP CRS	Rwy Idg	5001
108.7	171°	TDZE	349
		Apt Elev	352

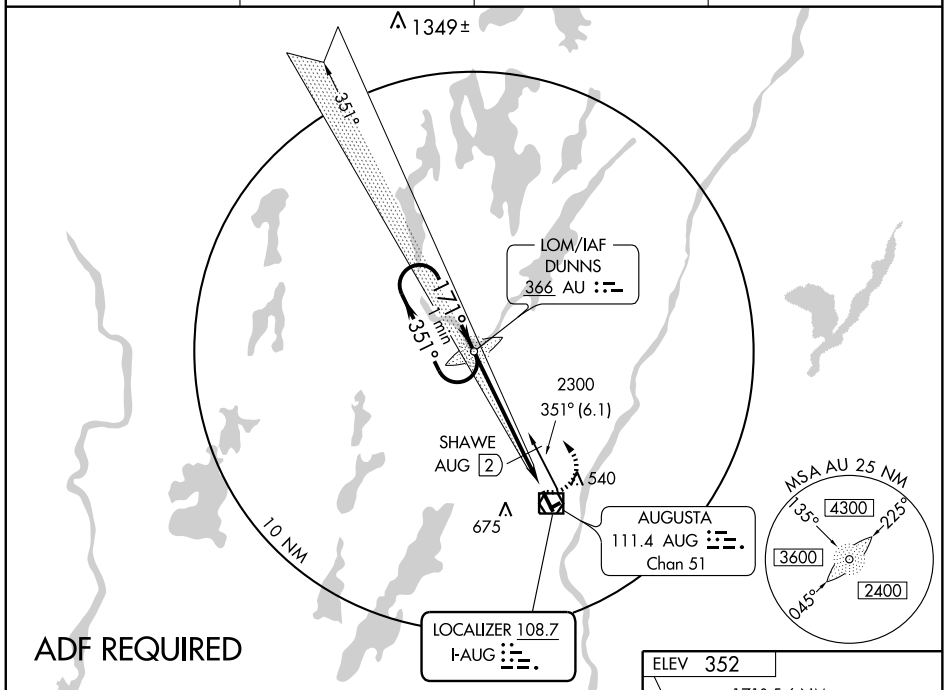
ILS or LOC RWY 17
AUGUSTA STATE (AUG)

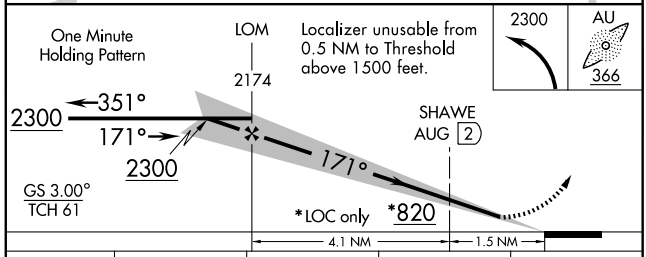
DME minimums Cat. D S-LOC 17 visibility increased to 1 mile for inoperative MALSR.
Glideslope unusable below 430 feet.

MALSR

MISSED APPROACH: Climbing left turn to 2300 direct AU LOM and hold.

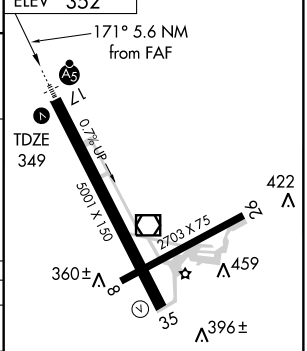
ASOS	PORTLAND APP CON*	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L





Localizer unusable from 0.5 NM to Threshold above 1500 feet.

2300 AU 366



CATEGORY	A	B	C	D
S-ILS 17	549-½	200 (200-½)		
S-LOC 17	820-½ 471 (500-½)		820-¾ 471 (500-¾)	820-1 471 (500-1)
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)
DME MINIMA				
S-LOC 17	680-½ 331 (400-½)			680-¾ 331 (400-¾)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	352

RNAV (GPS)-B
AUGUSTA STATE (AUG)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZALAP and via 244° track to MOYER and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L

Procedure NA for arrivals at YOSTT via V3 NE bnd.

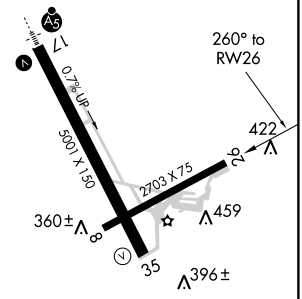
(IAF) YOSTT
3000 NoPT 220° (4.5)
5 NM
080°
260°
(IF/IAF) OPEYE
2000
260°
(6)
(FAF) JCACY
750
540
675
RW26
ZALAP
244° (8.3)
4 NM
246°
066°
MOYER
1329

3000
023°
(11.2)
RAZZR

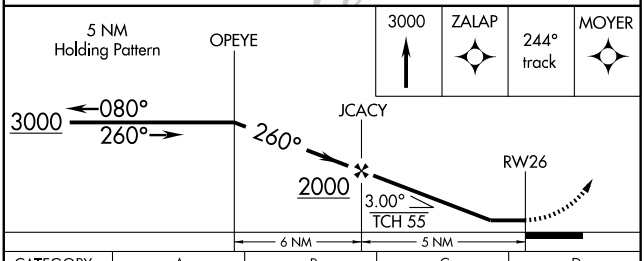
MSA RW 26 25 NM
3000

Procedure NA for arrivals at RAZZR via V93 SW bnd.

ELEV 352



MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L



CATEGORY	A	B	C	D
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

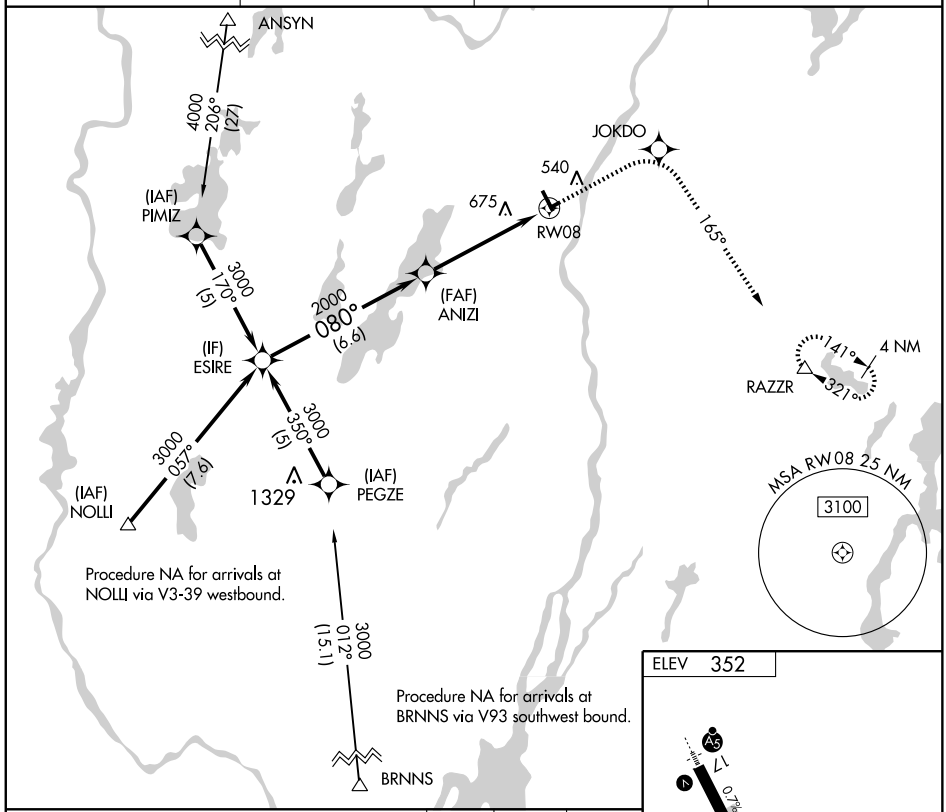
APP CRS	Rwy Idg	2703
080°	TDZE	352
	Apt Elev	352

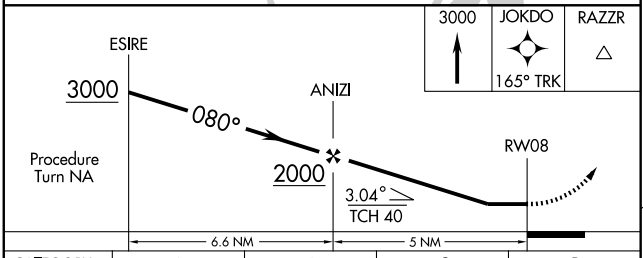
RNAV (GPS) RWY 8
AUGUSTA STATE (AUG)

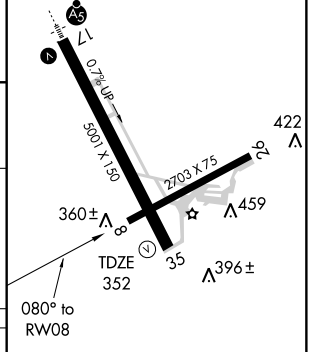
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOKDO and via 165° track to RAZZR and hold.

ASOS	PORTLAND APP CON*	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 588 (600-1)		940-1½ 588 (600-1½)	940-1¾ 588 (600-1¾)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

MIRL Rwy 8-26 L
HIRL Rwy 17-35 L
REIL Rwy 35 L

NE-1. 03 JUN 2010 to 01 JUL 2010

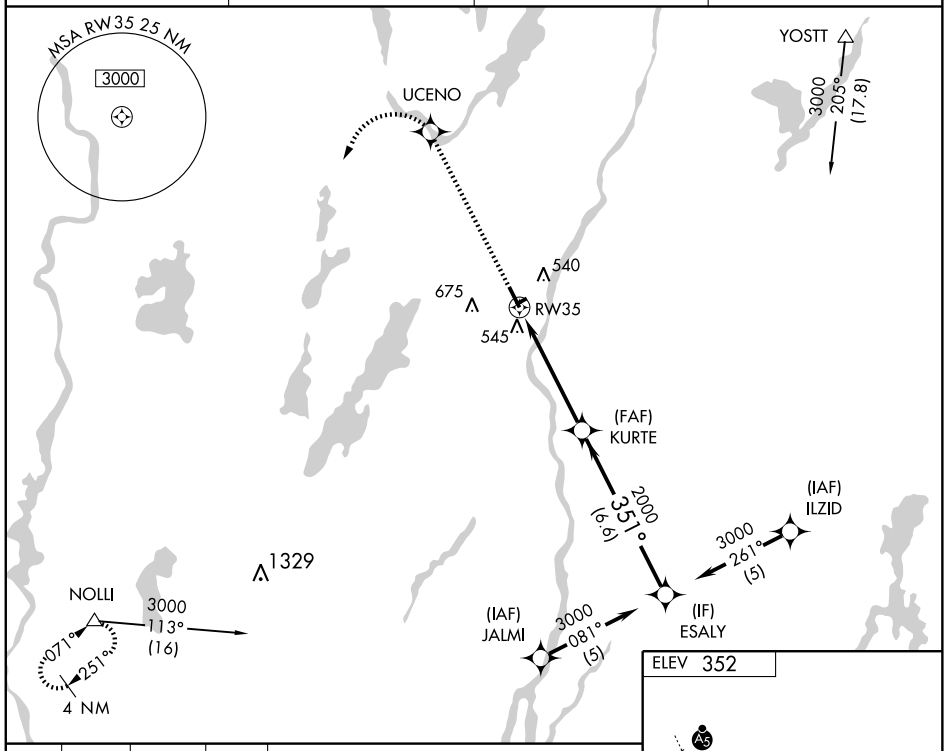
WAAS	APP CRS	Rwy Idg	5001
CH 62999	351°	TDZE	350
W35A		Apt Elev	352

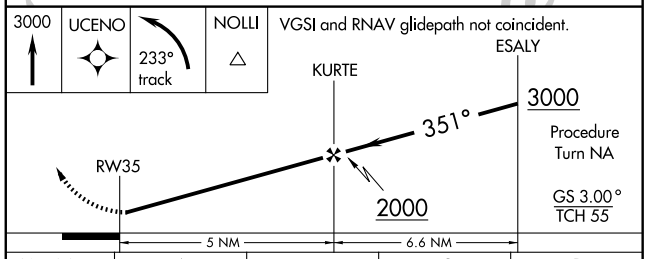
RNAV (GPS) RWY 35
AUGUSTA STATE (AUG)

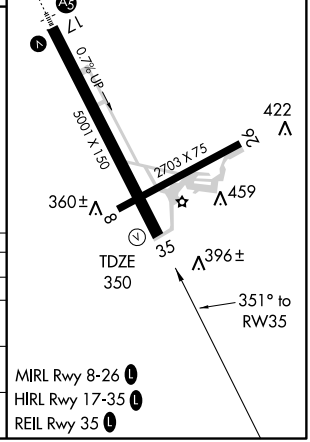
T A W Baro-VNAV NA below -16°C (4°F), DME/DME RNP-0.3 NA. If local altimeter setting not received, use Auburn-Lewiston Muni altimeter setting and increase all DAs 71 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct UCENO and left turn via 233° track to NOLLI and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	610-1 260 (300-1)			
LNAV/ VNAV DA	850-1¾ 500 (600-1¾)			
LNAV MDA	840-1 490 (500-1)		840-1¼ 490 (500-1¼)	840-1½ 490 (500-1½)
CIRCLING	880-1¾ 528 (600-1¾)	980-1¾ 628 (700-1¾)		980-2 628 (700-2)

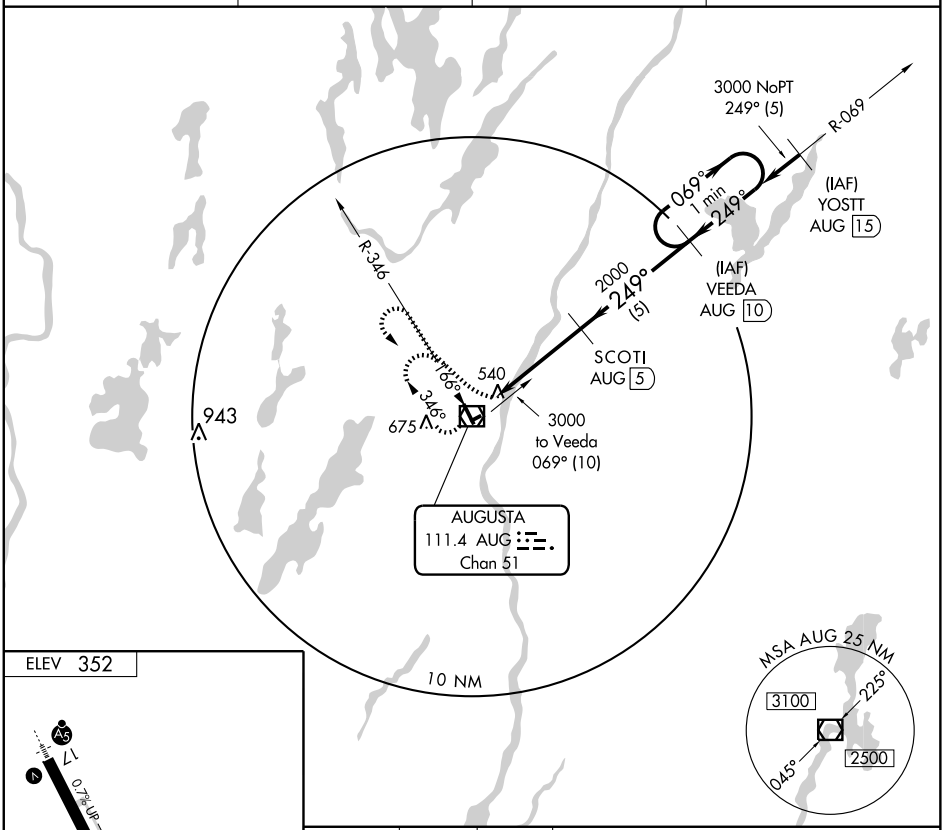
NE-1. 03 JUN 2010 to 01 JUL 2010

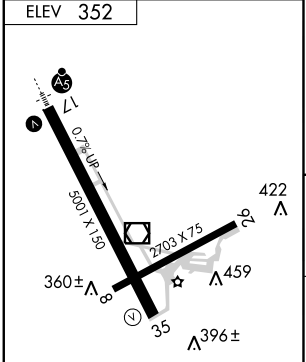
VOR/DME AUG	APP CRS	Rwy Idg	N/A
111.4	249°	TDZE	N/A
Chan 51		Apt Elev	352

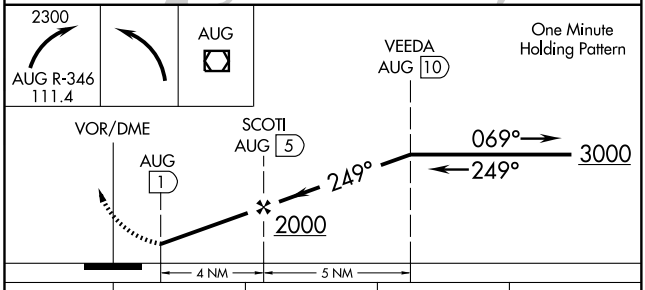
VOR/DME-A
AUGUSTA STATE (AUG)

MISSED APPROACH: Climbing right turn to 2300 via AUG R-346, then left turn direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

CATEGORY	A	B	C	D
CIRCLING	960-1 608 (700-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

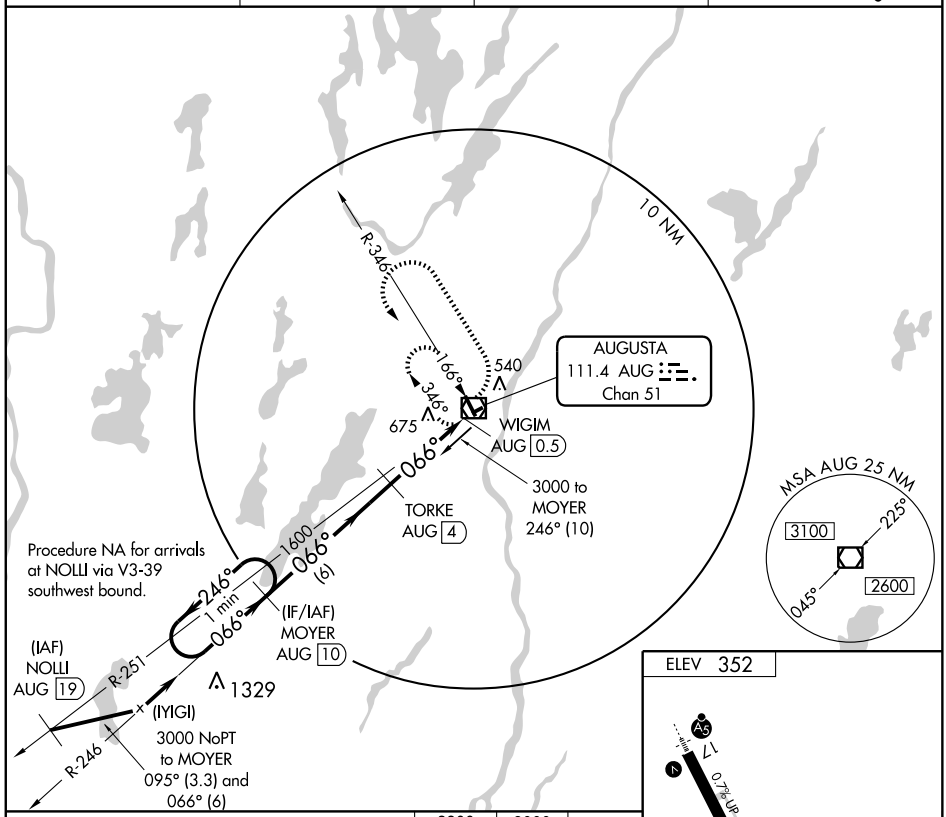
VOR/DME AUG	APP CRS	Rwy Idg	2703
111.4	066°	TDZE	352
Chan 51		Apt Elev	352

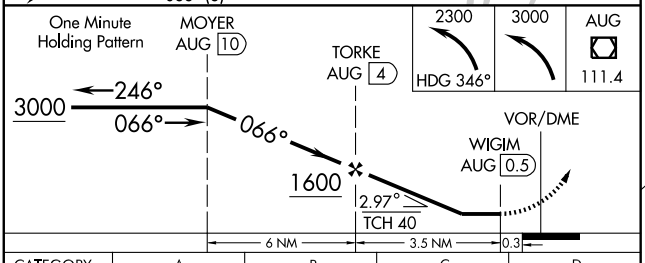
VOR/DME RWY 8
AUGUSTA STATE (AUG)

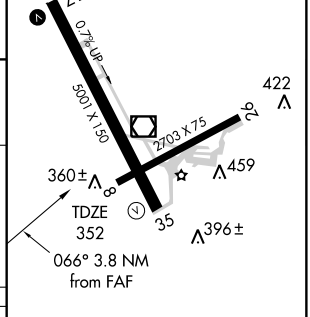
Visibility reduction by helicopters NA. When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet and S-8 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2300 via heading 346° then climbing left turn to 3000 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-8	940-1	588 (600-1)	940-1½ 588 (600-1½)	940-1¾ 588 (600-1¾)
CIRCLING	940-1 588 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME AUG	APP CRS	Rwy Idg	5001
111.4	166°	TDZE	348
Chan 51		Apt Elev	352

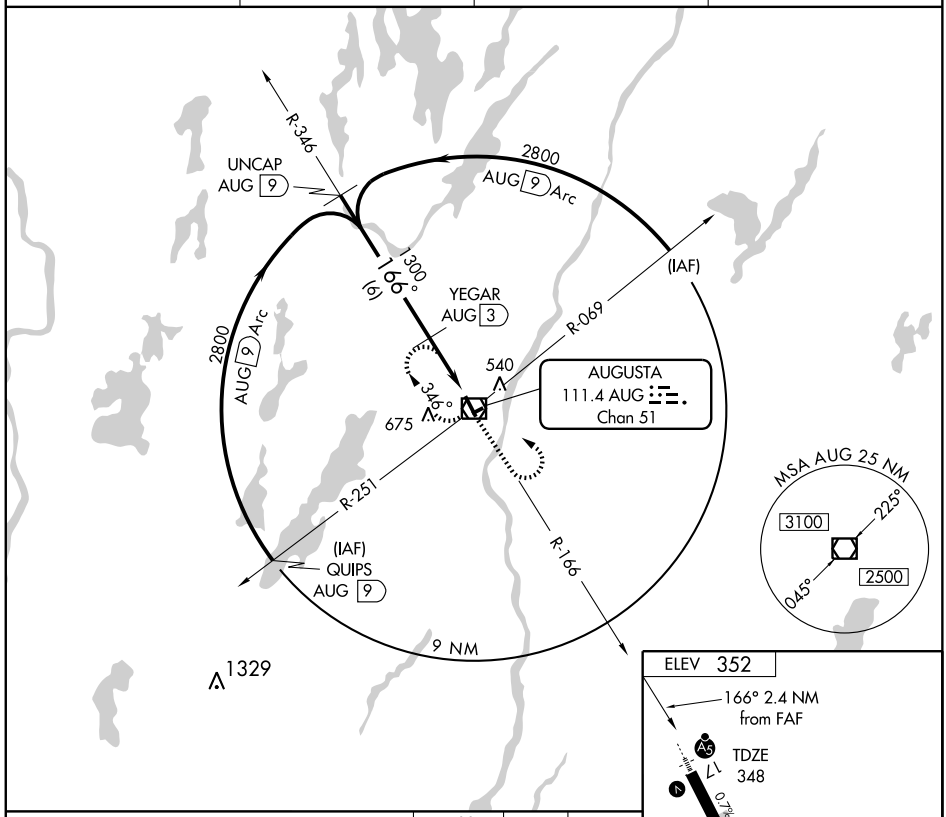
VOR/DME RWY 17
AUGUSTA STATE (AUG)

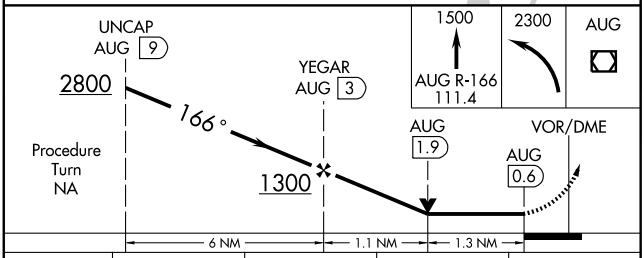
Cat. D S-17 visibility increased to 1¼ miles for inoperative MALSR.

MALSR

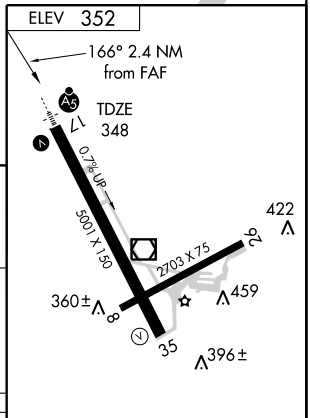
MISSED APPROACH: Climb to 1500 via R-166, then climbing left turn to 2300 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON★	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-17	760-½ 412 (500-½)		760- ¾ 412 (500-¾)	760-1 412 (500-1)
CIRCLING	880-1 528 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)



HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

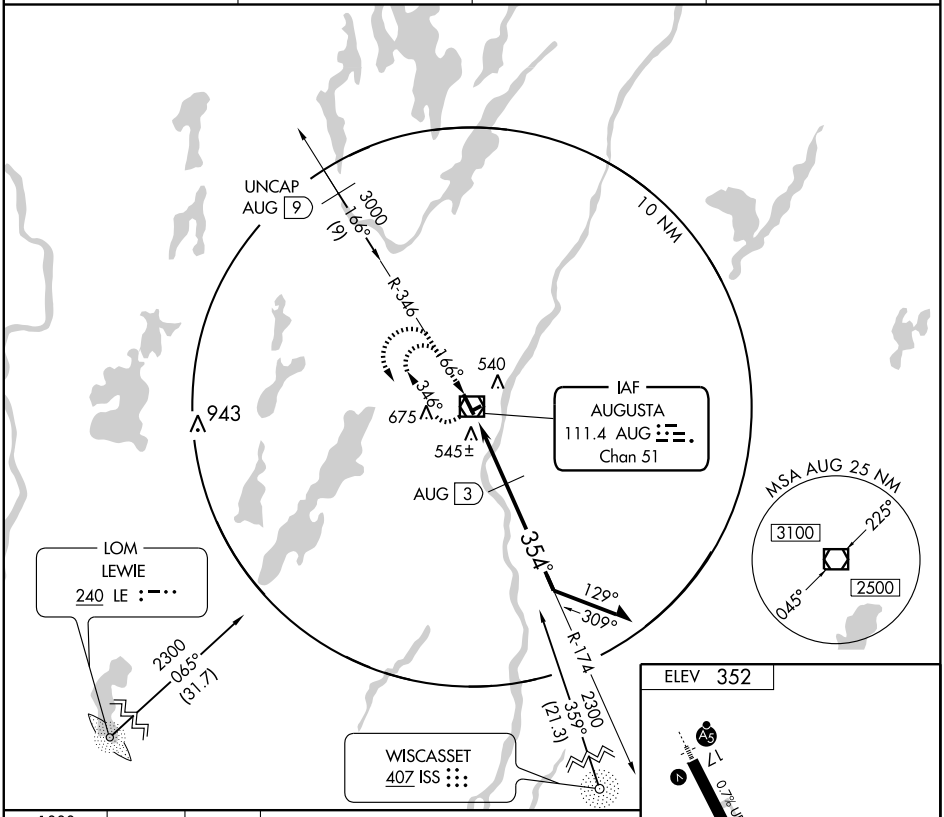
NE-1. 03 JUN 2010 to 01 JUL 2010

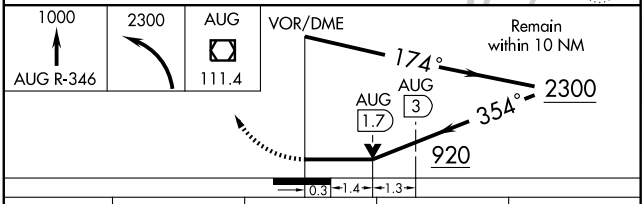
VOR/DME AUG	APP CRS	Rwy Idg	5001
111.4	354°	TDZE	351
Chan 51		Apt Elev	352

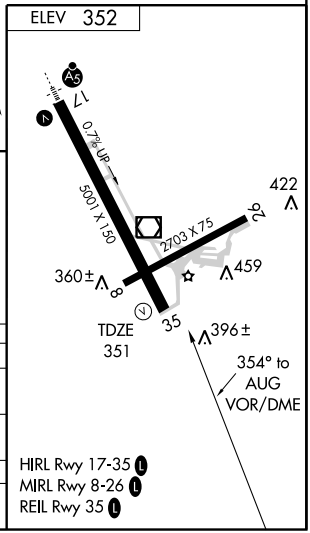
VOR RWY 35
AUGUSTA STATE (AUG)

MISSED APPROACH: Climb to 1000 via AUG R-346, then climbing left turn to 2300 direct AUG VOR/DME and hold.

ASOS	PORTLAND APP CON*	CLNC DEL	UNICOM
118.325	128.35 299.2	119.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	920-1	569 (600-1)	920-1½ 569 (600-1½)	920-1¾ 569 (600-1¾)
CIRCLING	920-1 568 (600-1)	980-1 628 (700-1)	980-1¾ 628 (700-1¾)	980-2 628 (700-2)
DME MINIMA				
S-35	800-1	449 (500-1)	800-1¼ 449 (500-1¼)	800-1½ 449 (500-1½)

HIRL Rwy 17-35 L
MIRL Rwy 8-26 L
REIL Rwy 35 L

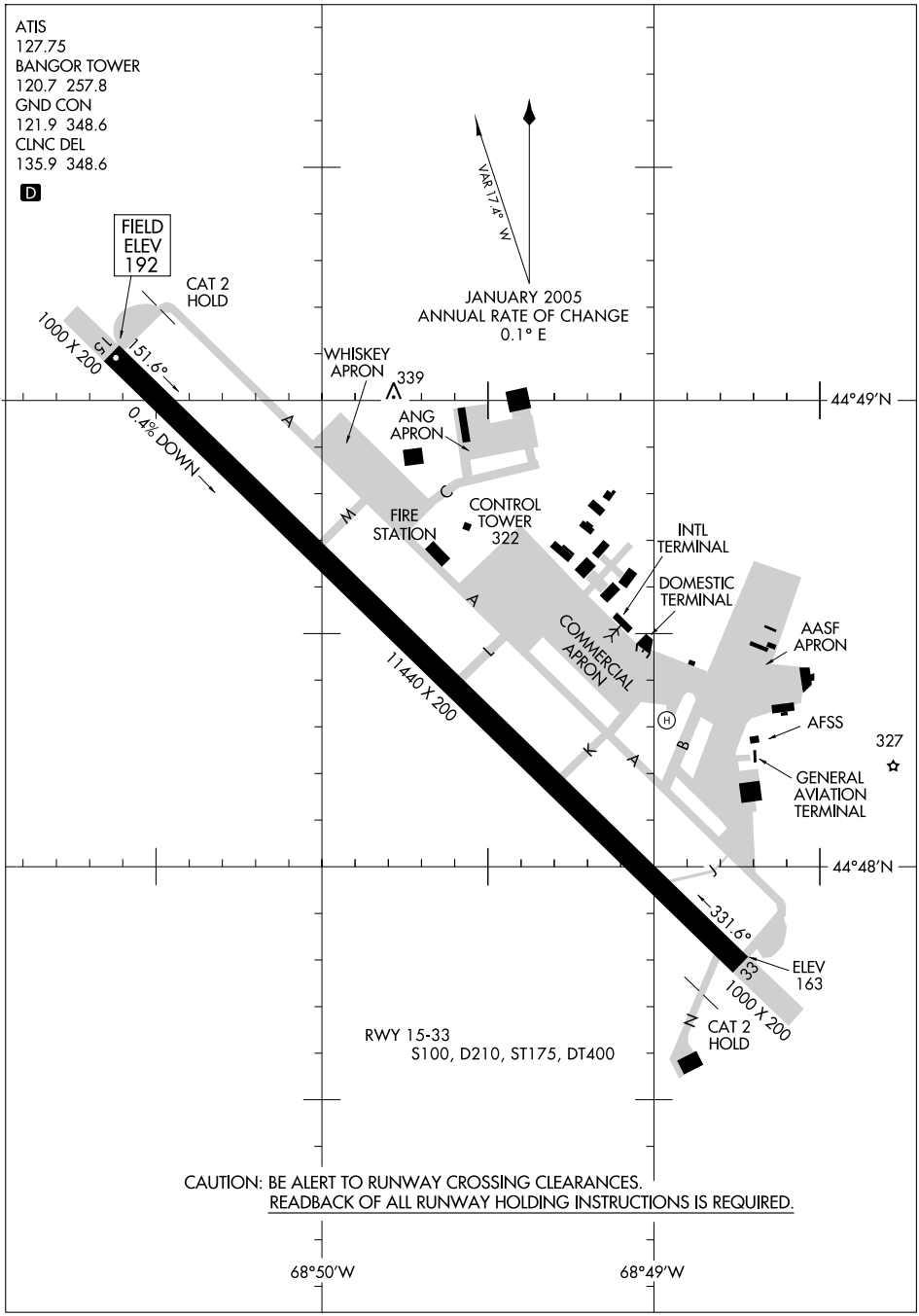
NE-1. 03 JUN 2010 to 01 JUL 2010

09295

AIRPORT DIAGRAM

AL-39 (FAA)

BANGOR INTL (BGR)
BANGOR, MAINE

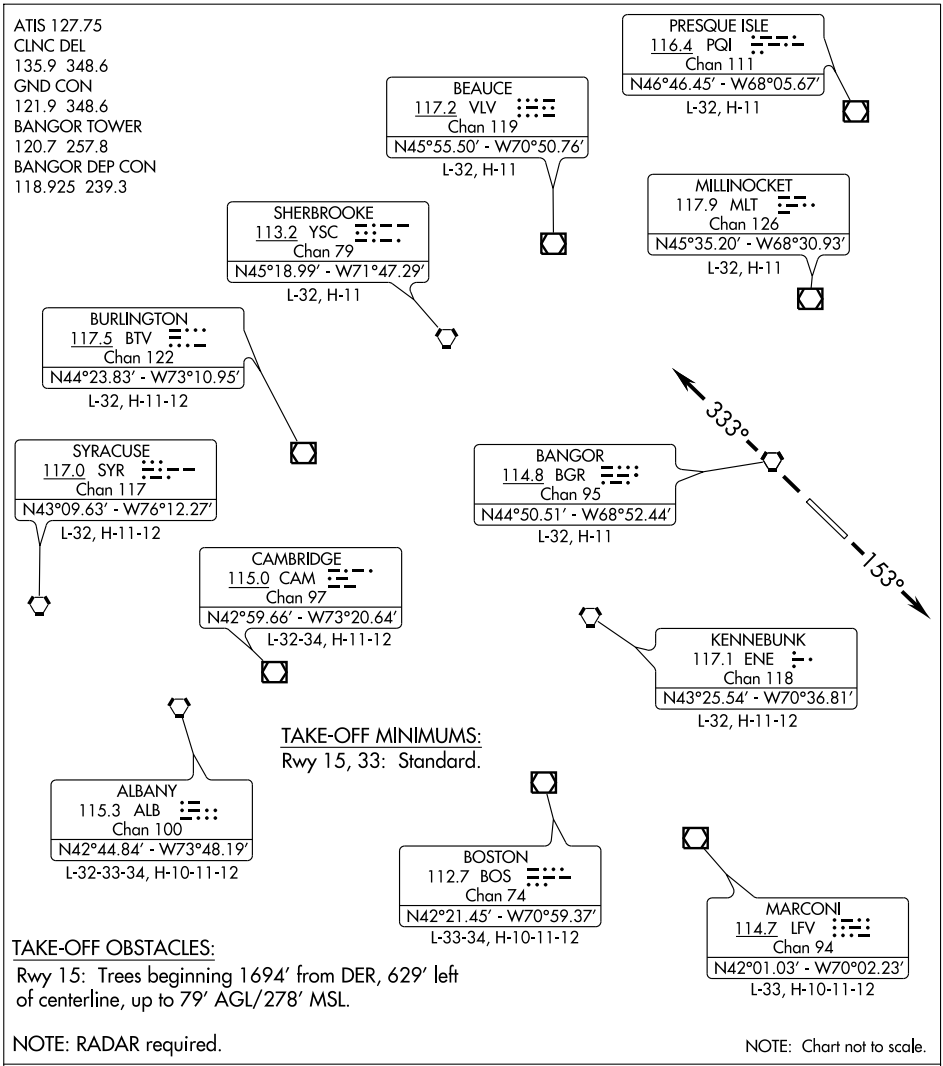


NE-1, 03 JUN 2010 to 01 JUL 2010

BANGOR ONE DEPARTURE

SL-39 (FAA)

BANGOR INTL (BGR)
BANGOR, MAINE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb heading 153°, or as assigned by ATC, Thence. . . .

TAKE-OFF RUNWAY 33: Climb heading 333°, or as assigned by ATC, Thence. . . .

. . . . Expect vectors to assigned route/navaid/fix. Maintain 10,000, or requested altitude if lower, or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

NE-1, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC/DME RWY 15

LOC/DME I-JVH	APCH CRS	Rwy ldg 11,440
109.5	153°	TDZE 192
Chan 32		Arpt Elev 192

JAL-39 [USAF]

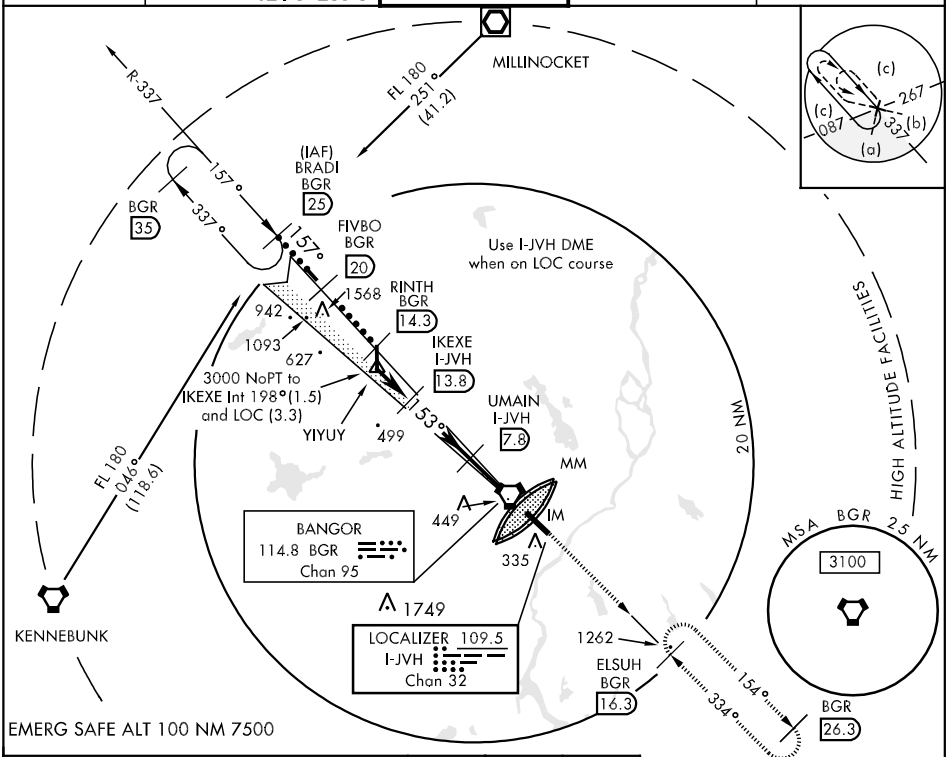
BANGOR INTL (KBGR)

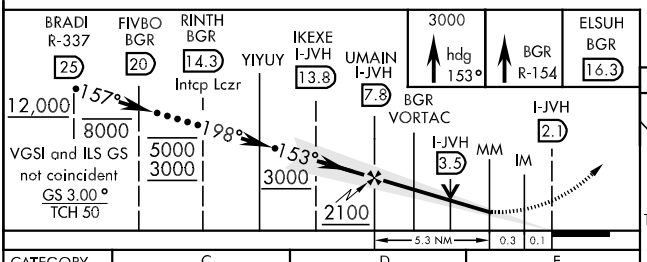
T * When ALS inop increase CAT C/D RVR to 40.
** When ALS inop increase CAT E vis to 1¾ miles.
*** Circling not authorized NE of Rwy 15-33.

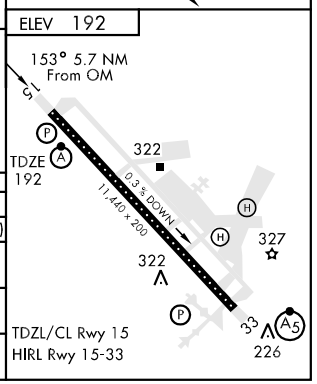
ALSF-2

MISSED APPROACH: Climb to 3000 via Heading 153° and BGR VORTAC R-154 to ELSUH (BGR-154/16.3 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	







CATEGORY	C	D	E
S-ILS 15 *	392/18 200 (200-⅜)		392/24 200 (200-½)
S-LOC 15 **	700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING***	700-1½ 508 (600-1½)	760-2 568 (600-2)	
S-ASR 15	700/50 508 (600-1)		700/60 508 (600-1¼)

HI-VOR/DME or TACAN RWY 15

VORTAC BGR	APCH CRS	Rwy ldg 11,440
114.8	157°	TDZE 192
Chan 95		Arpt Elev 192

JAL-39 [USAF]

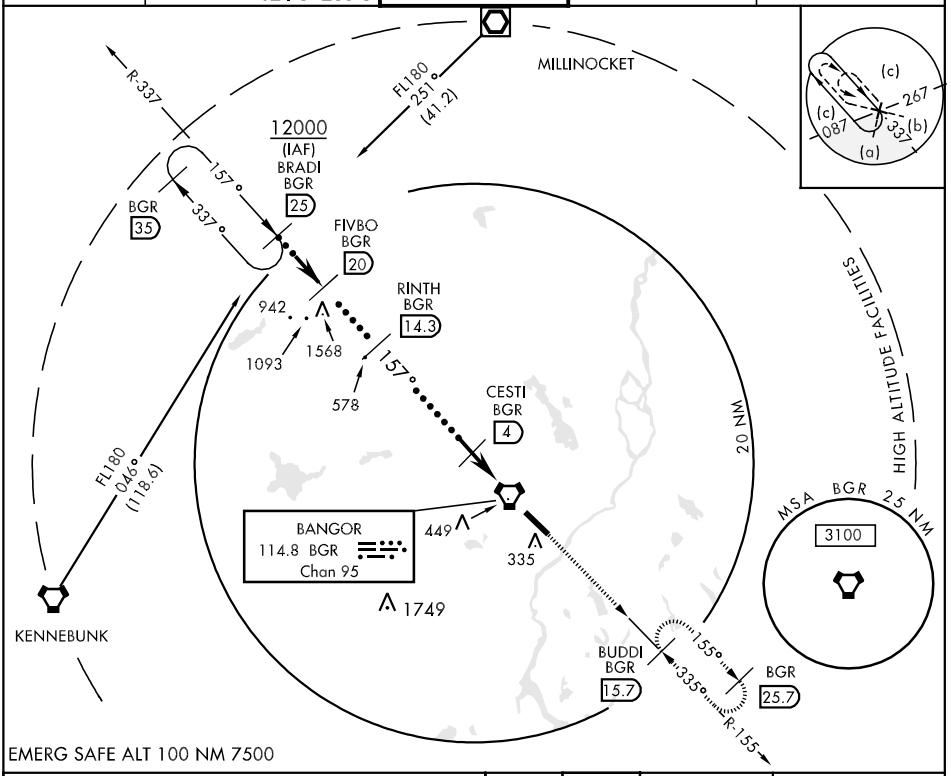
BANGOR INTL (KBGR)

▼ * When ALS inop increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized NE of Rwy 15-33.

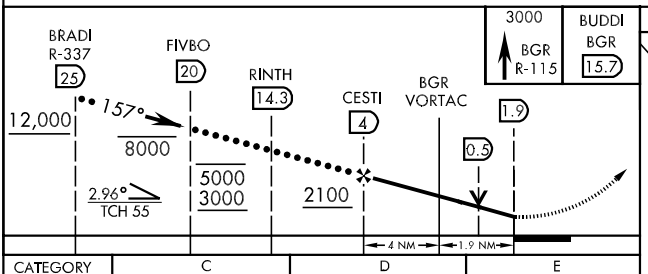
ALSF-2

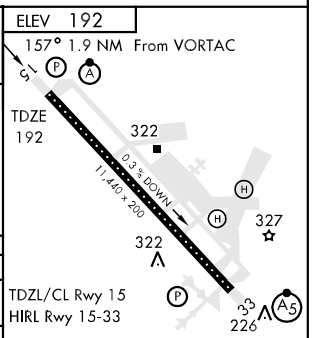
MISSED APPROACH: Climb to 3000 via BGR VORTAC R-155 to BUDDI (R-155/15.7 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 7500





CATEGORY	C	D	E
S-VOR/DME, TAC 15 *	700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING **	700-1½ 508 (600-1½)	760-2 568 (600-1½)	
S-ASR 15	700/50 508 (600-1)		700/60 508 (600-1¼)

FAF to MAP 5.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

HI-VOR/DME or TACAN RWY 33

VORTAC BGR	APCH CRS	Rwy Idg 11,440
114.8	335°	TDZE 163
Chan 95		Arpt Elev 192

JAL-39 [USAF]

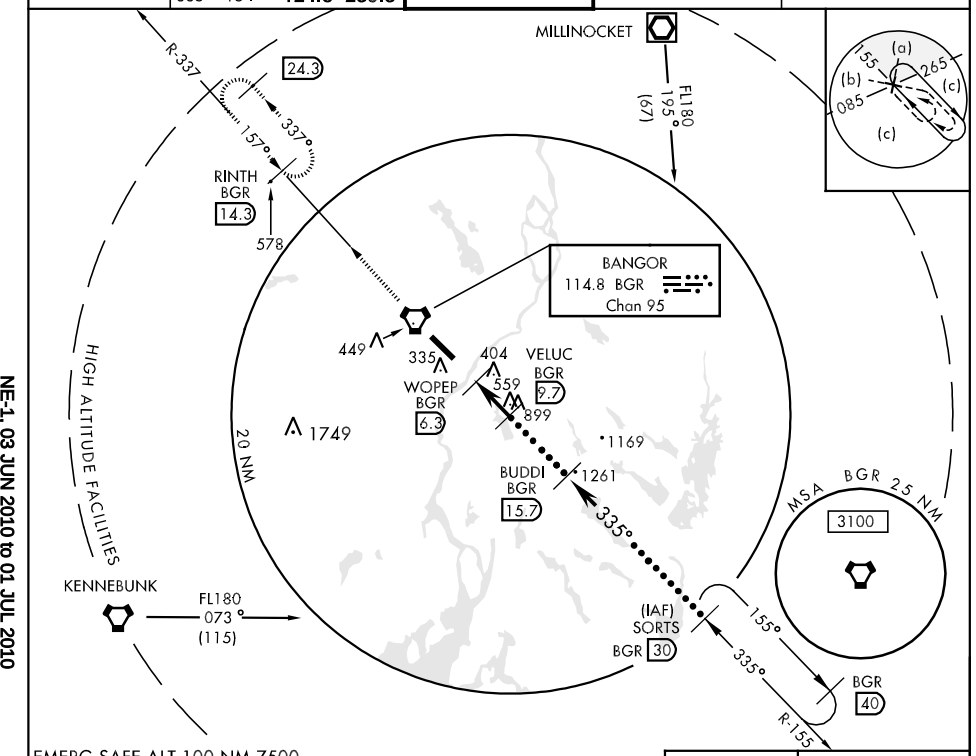
BANGOR INTL (KBGR)

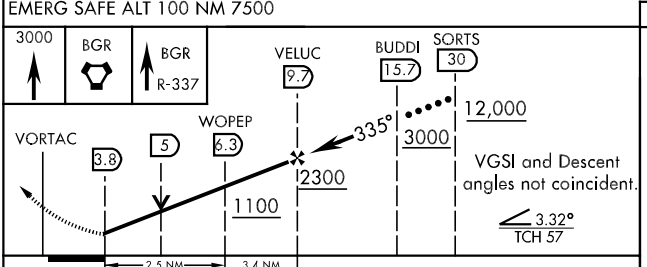
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D/E vis to 1½ miles.
** Circling not authorized NE of Rwy 15-33.

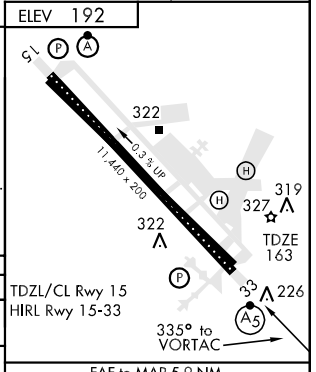
MALSR

MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH (BGR 14.3 DME) and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	ASR
127.75	155°- 334° 118.925 239.3 335°- 154° 124.5 239.3	120.7 257.8	121.9 348.6	







CATEGORY	C	D	E
S-33*	600/40 437 (500-¾)	600/50 437 (500-1)	
CIRCLING**	660-1½ 468 (500-1½)	760-2 568 (600-1½)	
S-ASR 33	580/40 417 (400-¾)	580/50 417 (400-1)	

FAF to MAP 5.9 NM

Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ILS or LOC RWY 15

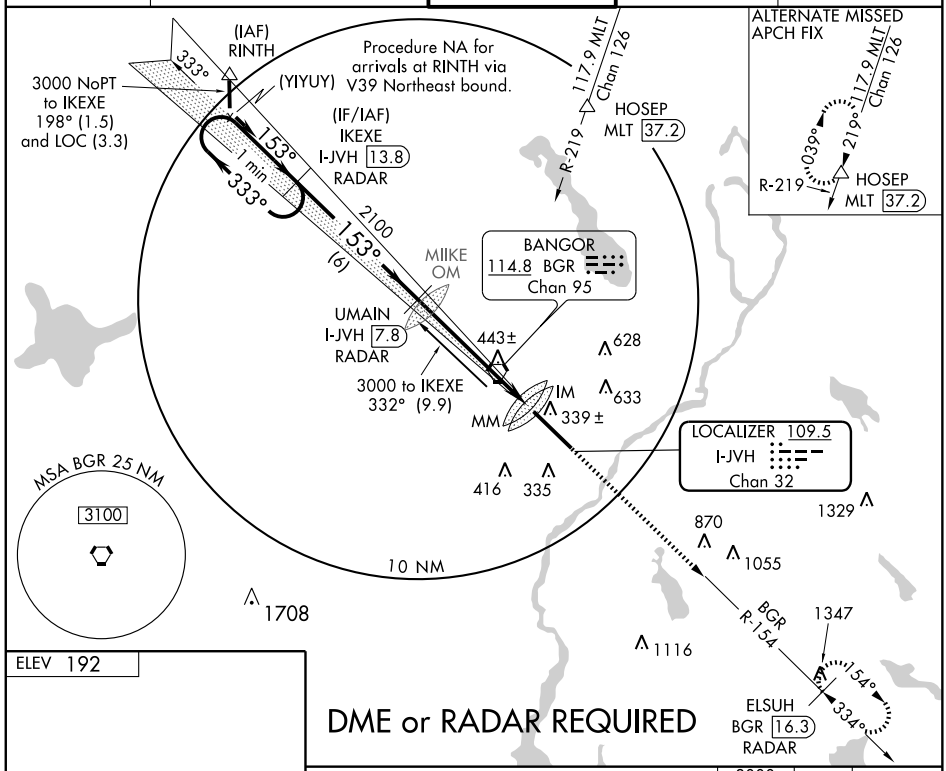
BANGOR INTL (BGR)

ASR — For inoperative SSALR, increase S-LOC 15 Cat E visibility to 1¾. Circling NA NE of Rwy 15-33. DME or Radar Required.

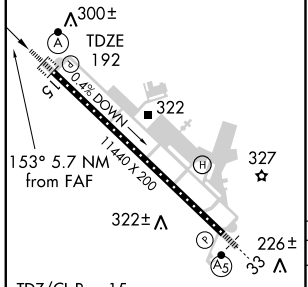
ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

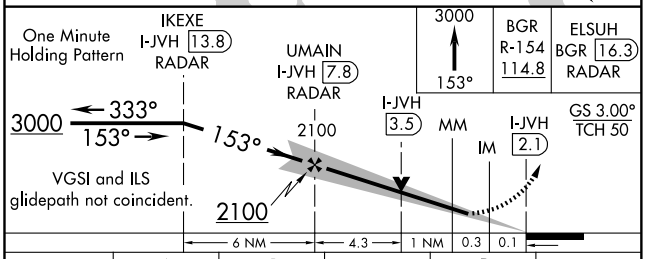
ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6



ELEV 192



TDZ/CL Rwy 15
HIRL Rwy 15-33



CATEGORY	A	B	C	D	E
S-ILS 15	392/18 200 (200-½)				392/24 200 (200-½)
S-LOC 15	700/24 508 (600-½)		700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-BGR	APP CRS	Rwy Idg 11440
109.5	333°	TDZE 163
Chan 32		Apt Elev 192

ILS or LOC RWY 33

BANGOR INTL (BGR)

V A ASR — Circling NA NE of Rwy 15-33. DME or Radar Required. For inoperative MALSR, increase Cat E S-ILS 33 visibility to RVR 4000 and S-LOC 33 to 3 miles. ZUMSI Minimums: For inoperative MALSR, increase S-LOC 33 Cat D visibility to RVR 5000 and Cat E to RVR 6000. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A5)

MISSED APPROACH: Climb to 3000 via heading 333° and BGR VORTAC R-332 to IKEXE/BGR VORTAC 9.9 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6

DME or RADAR REQUIRED

IKEXE BGR 9.9 RADAR

R-332

BANGOR 114.8 BGR Chan 95

3000 to ELSUH 154° (16.3)

628

339± 633

271±

MISSED APCH FIX

IKEXE BGR 9.9 RADAR

152°

332°

BGR R-332

ALTERNATE MISSED APCH FIX

117.9 MLT Chan 126

039°

219°

R-219

HOSEP MLT 37.2

10 NM

ZUMSI I-BGR 2.8

416 335

889±

899±

1055

1329

LOCALIZER 109.5 I-BGR Chan 32

TOTTE LOM

1708

MSA BGR 25 NM

3100

1116

CUVOT I-BGR 6.3 RADAR

2300

333°

(6.1)

1347

153°

1 min

333°

153°

(IF/IAF) ELSUH I-BGR 12.3 RADAR

ELEV 192

300±

0.4% DOWN

322

11440 X 200

327

TDZE 163

322±

226±

TDZ/CL Rwy 15

HIRL Rwy 15-33

333° 6.4 NM from FAF

3000 333°

BGR R-332 114.8

IKEXE BGR 9.9 RADAR

CUVOT I-BGR 6.3 RADAR

ELSUH I-BGR 12.3 RADAR

One Minute Holding Pattern

ZUMSI I-BGR 2.8

I-BGR 0.7

2300

333°

153°

3000

333°

1180

2300

GS 3.00°

TCH 57

0.9 2.1 3.4 6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 33	* 363/24 200 (200-½)				
S-LOC 33	1180/40 1017 (1000-¾)	1180/50 1017 (1000-1)	1180-2½ 1017 (1000-2½)		
CIRCLING	1180-1¼ 988 (1000-1¼)	1180-1½ 988 (1000-1½)	1180-3 988 (1000-3)		
ZUMSI MINIMUMS					
S-LOC 33	500/24 337 (400-½)			500/40 337 (400-¾)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ILS RWY 15 (CAT II)

BANGOR INTL (BGR)

ASR — Circling NA NE of Rwy 15-33. DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6

(IAF) RINTH

3000 NoPT to IKEXE 198° (1.5) and LOC (3.3)

Procedure NA for arrivals at RINTH via V39 Northeast bound.

(YIYUY)

(IF/IAF) IKEXE I-JVH 13.8 RADAR

1 min

2100 (6)

UMAIN I-JVH 7.8 RADAR

MIIKE OM

BANGOR 114.8 BGR Chan 95

3000 to IKEXE 332° (9.9)

IM MM

LOCALIZER 109.5 I-JVH Chan 32

HOSEP MLT 37.2

117.9 MLT Chan 126

R-219

ALTERNATE MISSED APCH FIX

039° 210°

MSA BGR 25 NM 3100

10 NM

BGR R-154

ELSUH BGR 16.3 RADAR

154° 334°

1708 1116 1055 1329 870 1347 628 633 443± 339± 416 335

DME or RADAR REQUIRED

ELEV 192

TDZE 192

11440 X 200

0.4% DOWN

322 327 322± 226±

TDZ/CL Rwy 15
HIRL Rwy 15-33

One Minute Holding Pattern

IKEXE I-JVH 13.8 RADAR

UMAIN I-JVH 7.8 RADAR

3000 ← 333° 153° →

153°

2100 MM

DH RA 113 IM

192 MSL

GS 3.00° TCH 50

VGSI and ILS glidepath not coincident.

3000 153°

BGR R-154 114.8

ELSUH BGR 16.3 RADAR

6 NM 5.3 NM 1591′ 956′ 1090′

CATEGORY	A	B	C	D
S-ILS 15	RA 113/12 100 DA 292			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JVH	APP CRS	Rwy Idg	11440
109.5	153°	TDZE	192
Chan 32		Apt Elev	192

ILS RWY 15 (CAT III)

BANGOR INTL (BGR)

ASR — Circling NA NE of Rwy 15-33. DME or Radar Required.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 153° and BGR R-154 to ELSUH/BGR 16.3 DME/RADAR and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6

(IAF) RINTH

3000 NoPT to IKEXE 198° (1.5) and LOC (3.3)

Procedure NA for arrivals at RINTH via V39 Northeast bound.

(YIYUY)

(IF/IAF) IKEXE I-JVH 13.8 RADAR

1 min

2100

(6)

HOSEP MLT 37.2

117.9 MLT Chan 126

R-219

ALTERNATE MISSED APCH FIX

039°

210°

BANGOR 114.8 BGR Chan 95

MIIKE OM

UMAIN I-JVH 7.8 RADAR

443±

628

633

3000 to IKEXE 332° (9.9)

MM

339 ±

IM

416

335

LOCALIZER 109.5 I-JVH Chan 32

1329

870

1055

MSA BGR 25 NM

3100

10 NM

1708

1116

BGR R-154

1347

154°

334°

ELSUH BGR 16.3 RADAR

DME or RADAR REQUIRED

ELEV 192

300±

TDZE 192

322

327

322±

226±

11440 X 200

0.4% DOWN

One Minute Holding Pattern

IKEXE I-JVH 13.8 RADAR

UMAIN I-JVH 7.8 RADAR

3000 ← 333° / 153° →

153°

2100

MM

381

IM

291

192 MSL

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 50

3000 ↑ 153°	BGR R-154 114.8	ELSUH BGR 16.3 RADAR

6 NM | 5.3 NM | 1686′ | 861′ | 1090′

CATEGORY	A	B	C	D
S-ILS 15	CAT IIIa RVR 07			
S-ILS 15	CAT IIIb RVR 06			
S-ILS 15	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 15
HIRL Rwy 15-33

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS CH 82307 W15A	APP CRS 153°	Rwy Idg 11440 TDZE 192 Apt Elev 192

RNAV (GPS) RWY 15
BANGOR INTL (BGR)

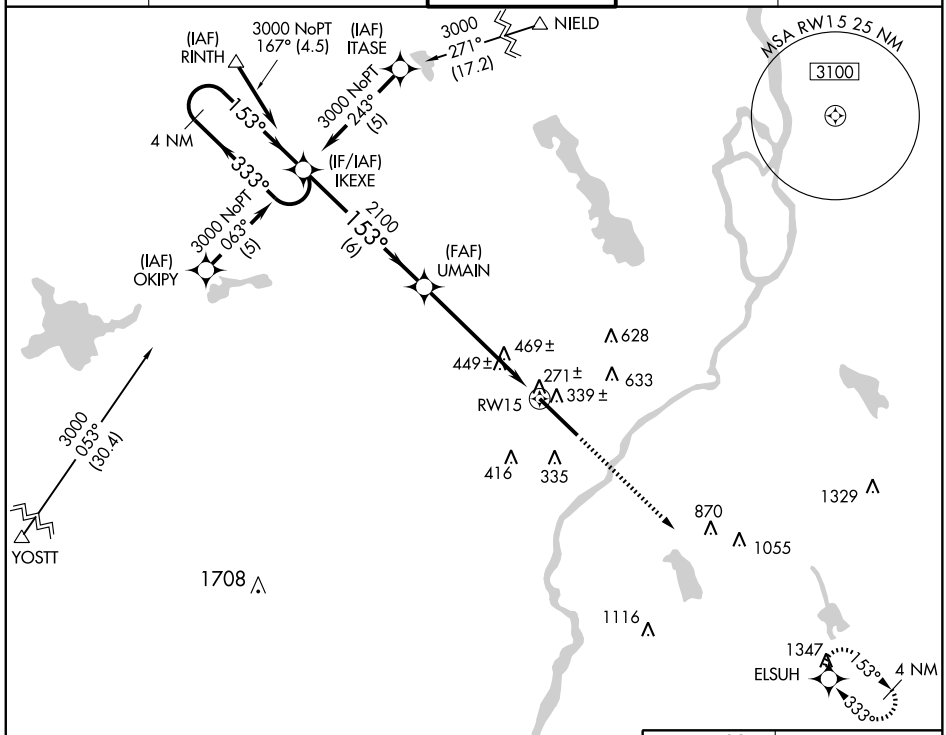
T W ASR

Circling NA NE of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative SSALR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat E visibility to 1¾. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct ELSUH and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6



CATEGORY	A	B	C	D	E
LPV DA	442/24 250 (300-½)				
LNAV/VNAV DA	521/40 329 (400-¾)				
LNAV MDA	700/24 508 (600-½)		700/50 508 (600-1)		700/60 508 (600-1¼)
CIRCLING	700-1 508 (600-1)		700-1½ 508 (600-1½)	760-2 568 (600-2)	

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11440
CH78007	333°	TDZE	163
W33A		Apt Elev	192

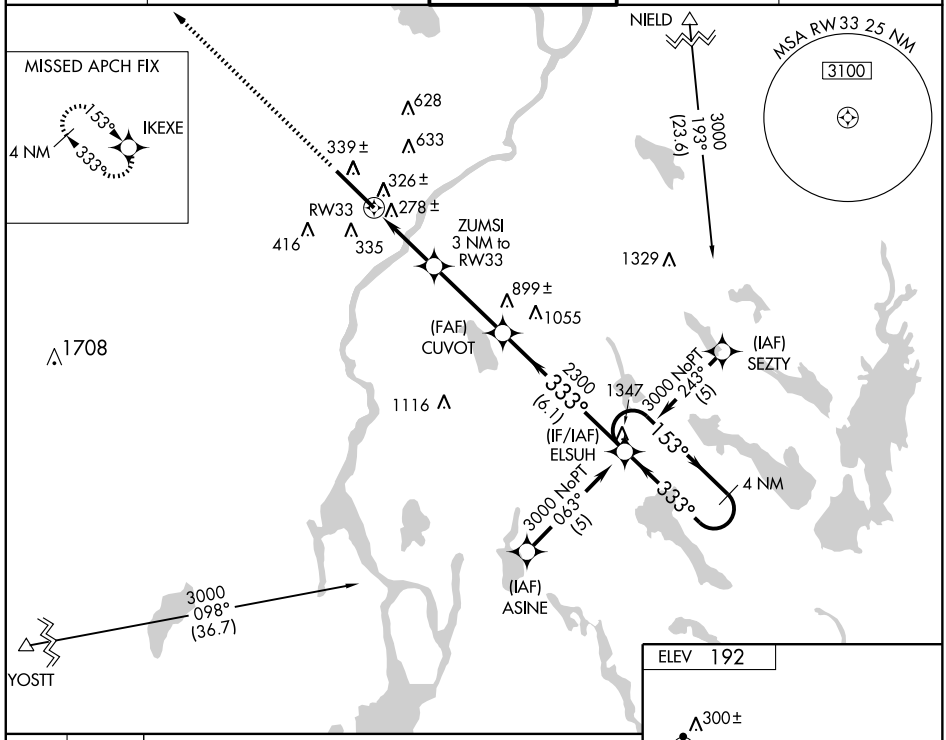
RNAV (GPS) RWY 33

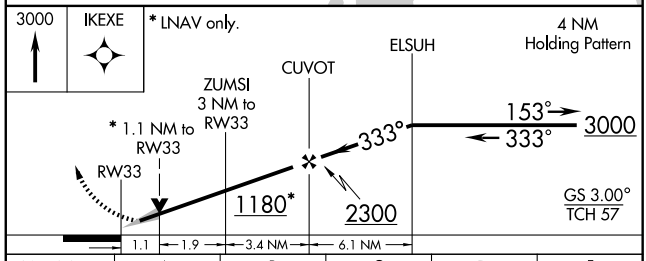
BANGOR INTL (BGR)

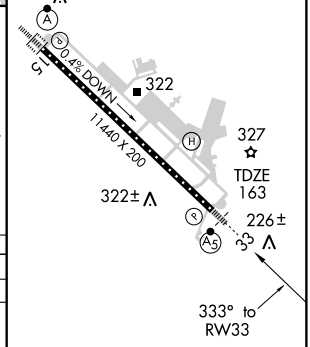
T W ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Circling NA NE of Rwy 15-33. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. DME/DME RNP-0.3 NA.

MALSR — MISSED APPROACH: Climb to 3000 direct IKEXE and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D	E
LPV DA	455/24 292 (300-½)				
LNAV/VNAV DA	604/50 441 (500-1)				
LNAV MDA	580/24 417 (400-½)		580/40 417 (400-¾)	580/50 417 (400-1)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

NE-1. 03 JUN 2010 to 01 JUL 2010

VORTAC BGR	APP CRS	Rwy Idg	N/A
114.8	155°	TDZE	N/A
Chan 95		Apt Elev	192

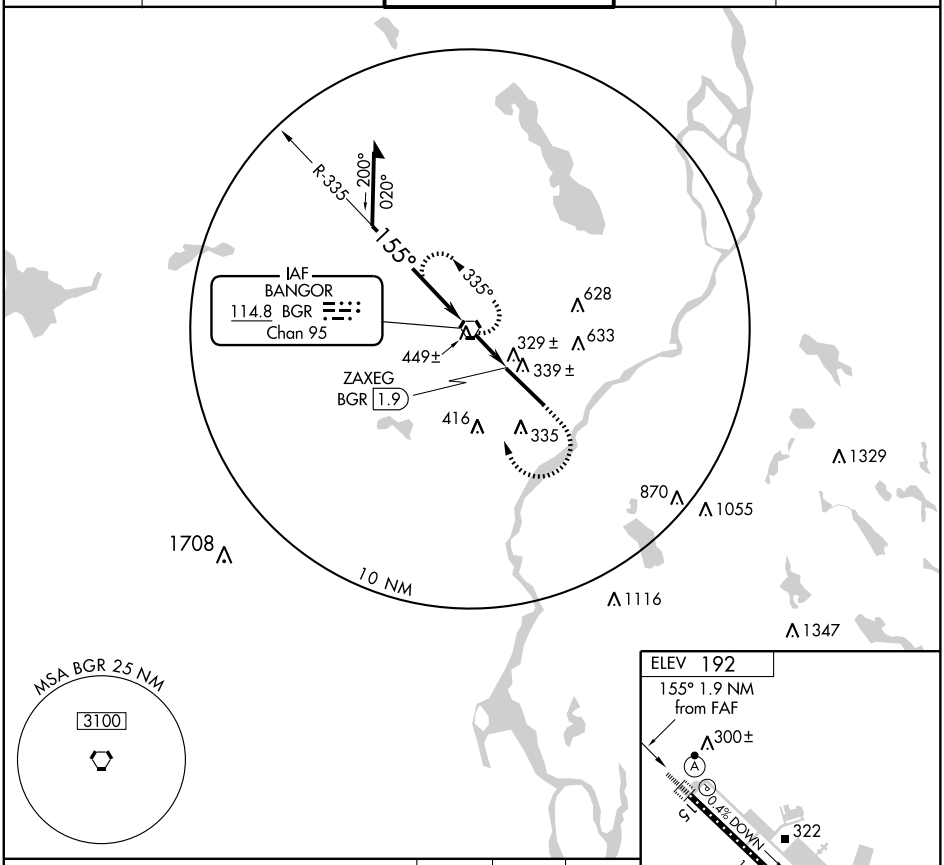
VOR-A
BANGOR INTL (BGR)

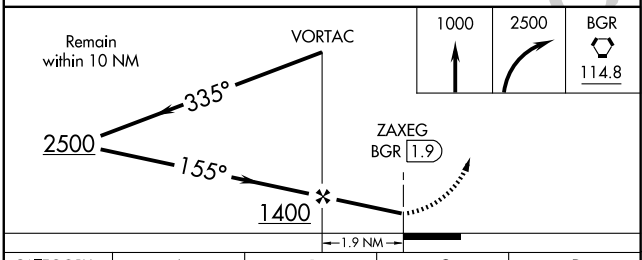
ASR

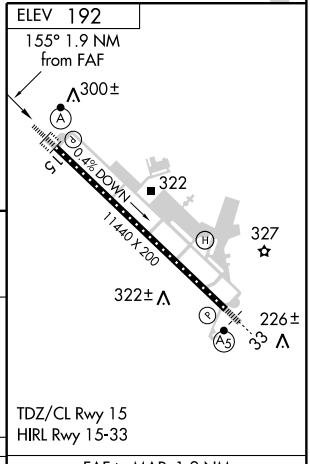
Circling NA NE of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct BGR VORTAC and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6







CATEGORY	A	B	C	D
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468(500-1½)	NA

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NE-1. 03 JUN 2010 to 01 JUL 2010

VORTAC BGR	APP CRS	Rwy Idg	11440
114.8	157°	TDZE	192
Chan 95		Apt Elev	192

VOR/DME RWY 15

BANGOR INTL (BGR)

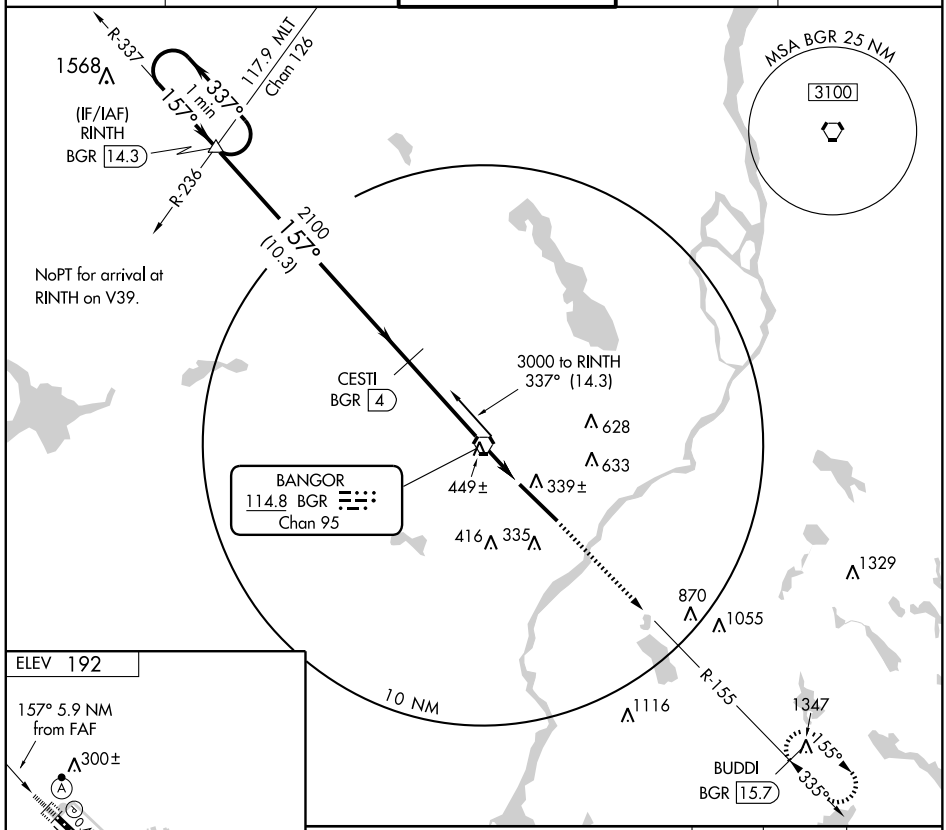
ASR

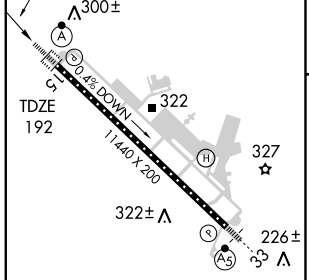
For inoperative SSALR, increase S-15 Cat E visibility to 1¾. Circling NA NE of Rwy 15-33.

ALSF-2

MISSED APPROACH: Climb to 3000 via BGR R-155 to BUDDI/15.7 DME and hold.

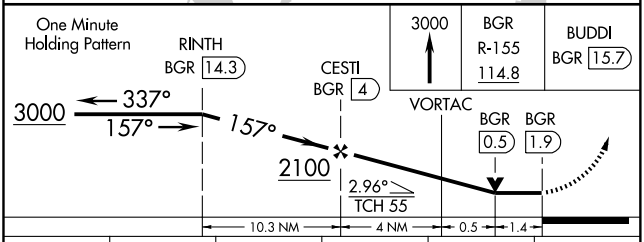
ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6





TDZ/CL Rwy 15
HIRL Rwy 15-33

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-15	700/24	508 (600-½)	700/50	508 (600-1)	700/60 508 (600-1½)
CIRCLING	700-1	508 (600-1)	700-1½ 508 (600-1½)	760-2	568 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

VORTAC BGR 114.8 Chan 95	APP CRS 335°	Rwy Idg 11440 TDZE 163 Apt Elev 192

VOR/DME RWY 33

BANGOR INTL (BGR)

ASR

For inoperative MALSR, increase S-33 Cat E visibility to 1½. Circling NA NE of Rwy 15-33.

MALSR

MISSED APPROACH: Climb to 3000 direct BGR VORTAC then via BGR R-337 to RINTH INT/14.3 DME and hold.

ATIS	BANGOR APP CON	BANGOR TOWER	GND CON	CLNC DEL
127.75	124.5 239.3	120.7 257.8	121.9 348.6	135.9 348.6

117.9 MLT R-236 Chan 126

157° 337°

RINTH INT BGR 14.3

R-337

10 NM

MSA BGR 25 NM 3100

BANGOR 114.8 BGR Chan 95

3000 to BUDDI 155° (15.7)

339± 319±

628 633 404 1329 1055 1116 1708

416 335

559± 899±

WOPEP BGR 6.3

VELUC BGR 9.7

2300 335° (6)

1347

155° 1 min 335°

(IF/IAF) BUDDI BGR 15.7

R-155

ELEV 192

300± 322 327 322± 33

0.4% DOWN

11440 X 200

TDZE 163 226±

TDZ/CL Rwy 15 HIRL Rwy 15-33

335° 5.9 NM from FAF

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

3000	BGR 114.8	BGR R-337 114.8	RINTH BGR 14.3

VGSI and descent angles not coincident.

One Minute Holding Pattern

BUDDI BGR 15.7 — 155° 3000 — 335°

VELUC BGR 9.7

BGR 3.8 — BGR 5 — WOPEP BGR 6.3

335° 2300

3.32° TCH 57

1100

1.2 — 1.3 — 3.4 NM — 6 NM

CATEGORY	A	B	C	D	E
S-33	600/24 437 (500-½)		600/40 437 (500-¾)	600/50 437 (500-1)	
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)	

NE-1, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-BHB	APP CRS	Rwy Idg	5200
108.3	224°	TDZE	83
Chan 20		Apt Elev	83

ILS or LOC RWY 22

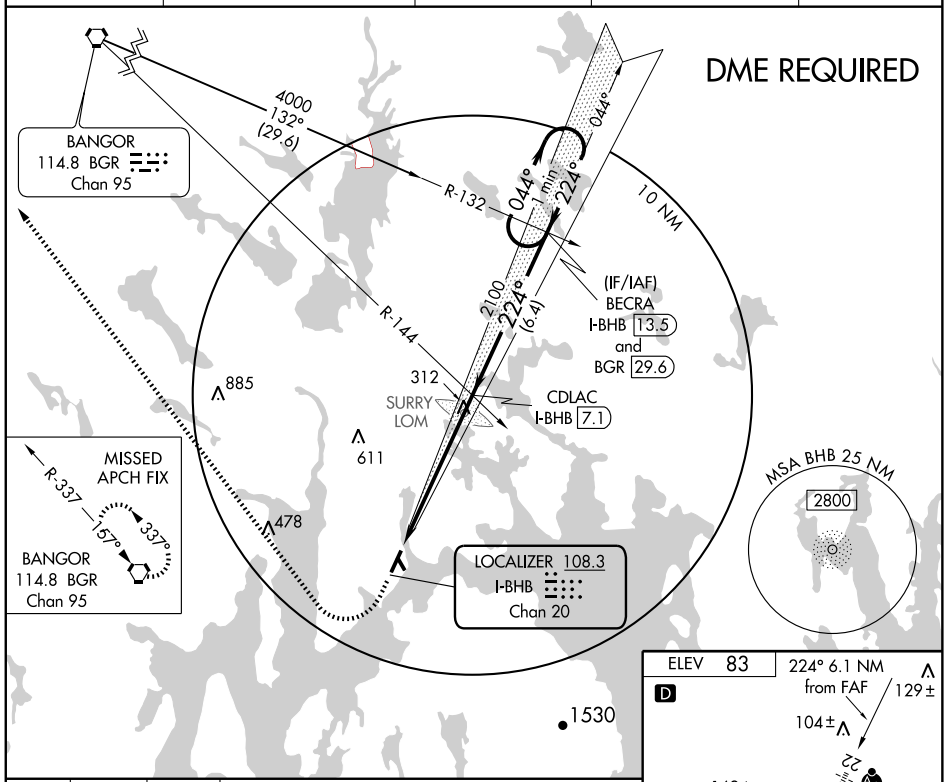
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

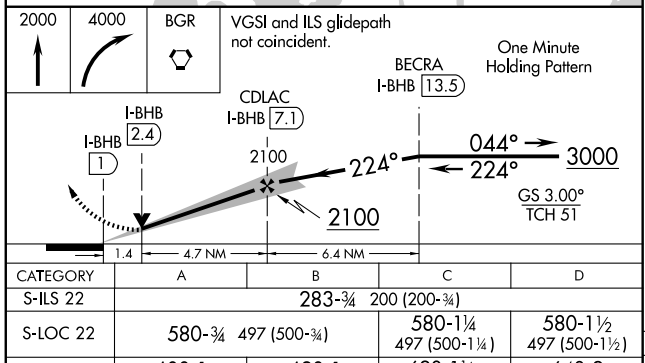
If local altimeter setting not received, use Bangor altimeter setting and increase all DAs/MDAs 100'. VDP NA when using Bangor altimeter setting. Inoperative table does not apply to S-LOC-22 Cat C.

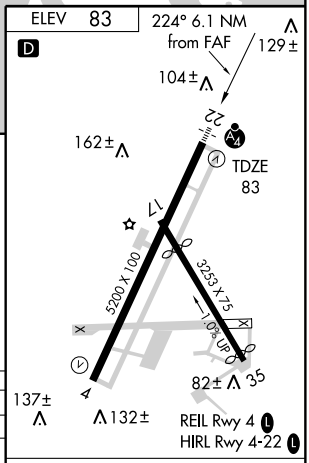
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-ILS 22	283-¾ 200 (200-¾)			
S-LOC 22	580-¾ 497 (500-¾)		580-1¼ 497 (500-1¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-1. 03 JUN 2010 to 01 JUL 2010

BAR HARBOR, MAINE

AL-992 (FAA)

LOC/DME I-BHB	APP CRS	Rwy Idg	5200
108.3	044°	TDZE	83
Chan 20		Apt Elev	83

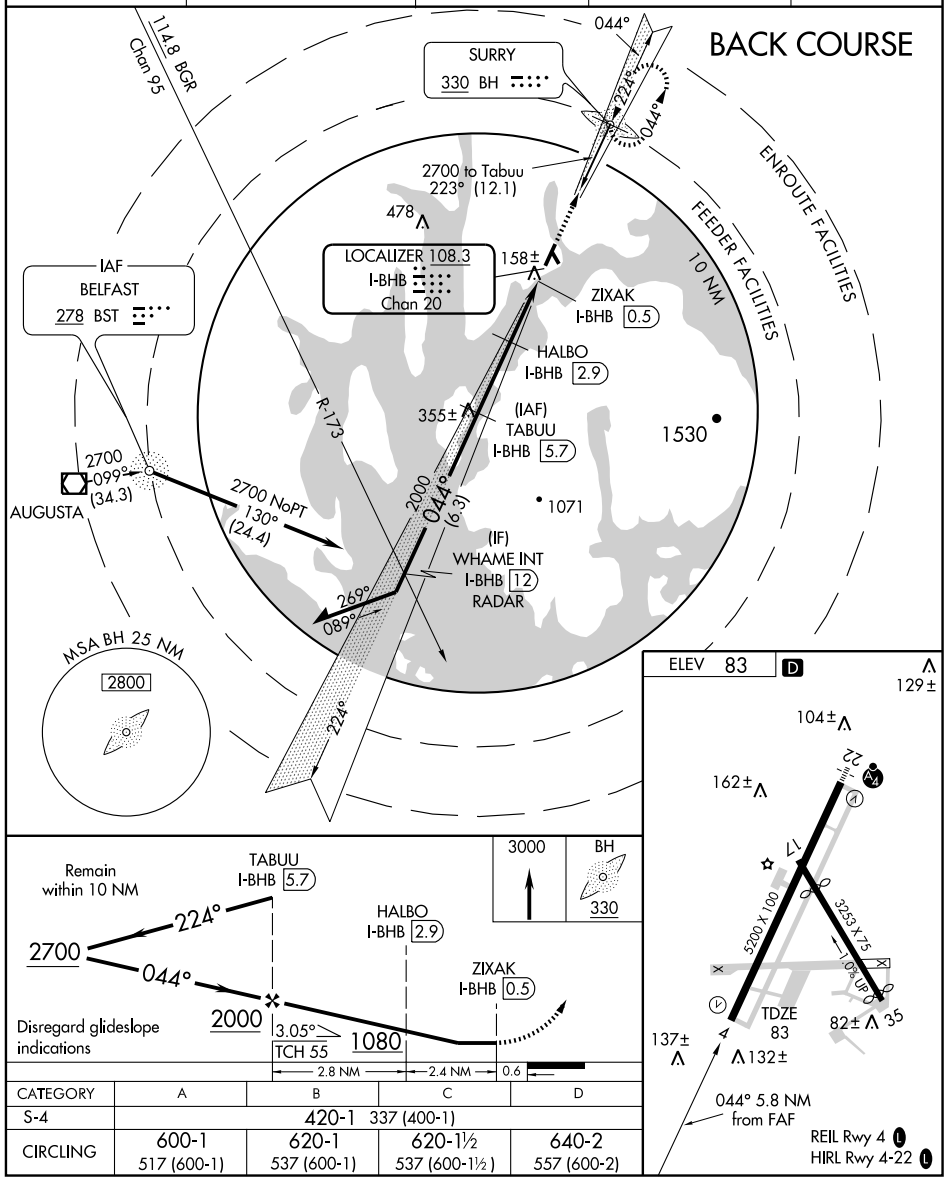
LOC/DME BC RWY 4

BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

If local altimeter setting not received, use Bangor Intl altimeter setting and increase all MDAs 100'.
ADF REQUIRED

MISSED APPROACH: Climb to 3000 direct SURRY LOM and hold, continue climb-in-hold to 3000.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L



CATEGORY	A	B	C	D
S-4	420-1 337 (400-1)			
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5200
Ch 65900	044°	TDZE	83
W04A		Apt Elev	83

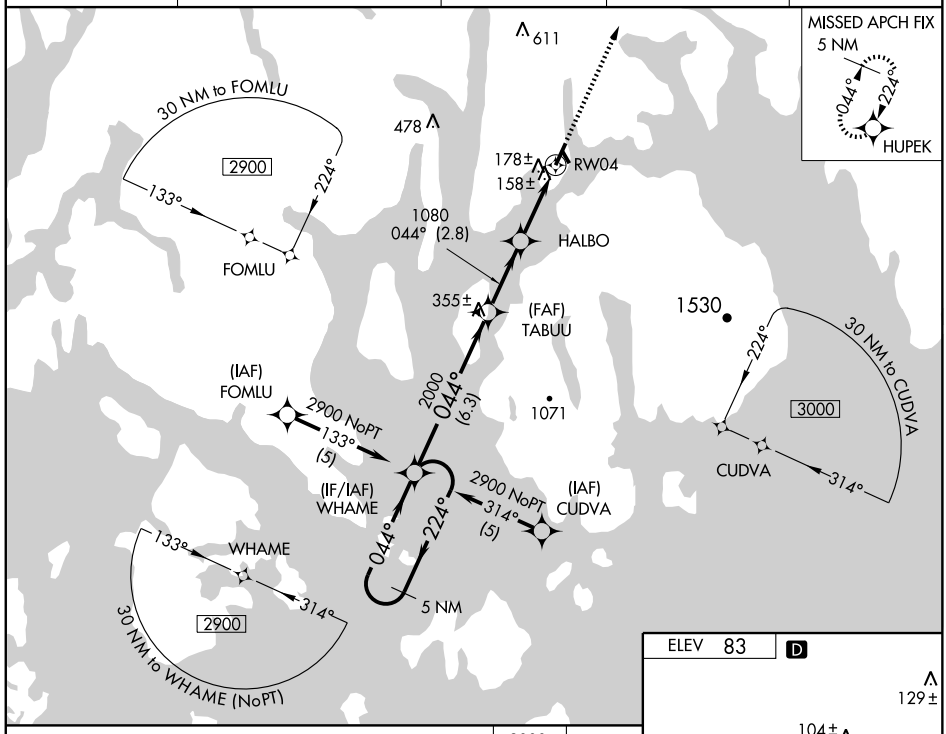
RNAV (GPS) RWY 4

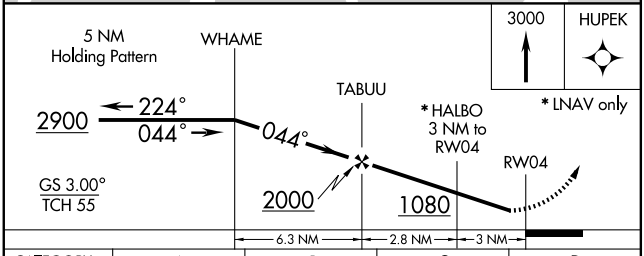
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

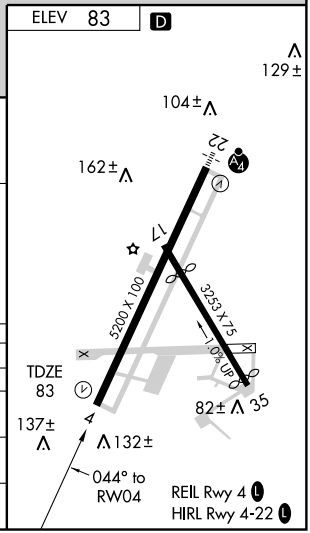
If local altimeter setting not received, use Bangor Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HUPEK and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LPV DA	386 - 1 303 (400-1)			
LNAV/VNAV DA	525 - 1½ 442 (500-1½)			
LNAV MDA	480 - 1 397 (400-1)			480 - 1¼ 397 (400-1¼)
CIRCLING	600 - 1½ 517 (600-1½)	620 - 1½ 537 (600-1½)		640 - 2 557 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5200
Ch 86305	224°	TDZE	83
W22A		Apt Elev	83

RNAV (GPS) RWY 22

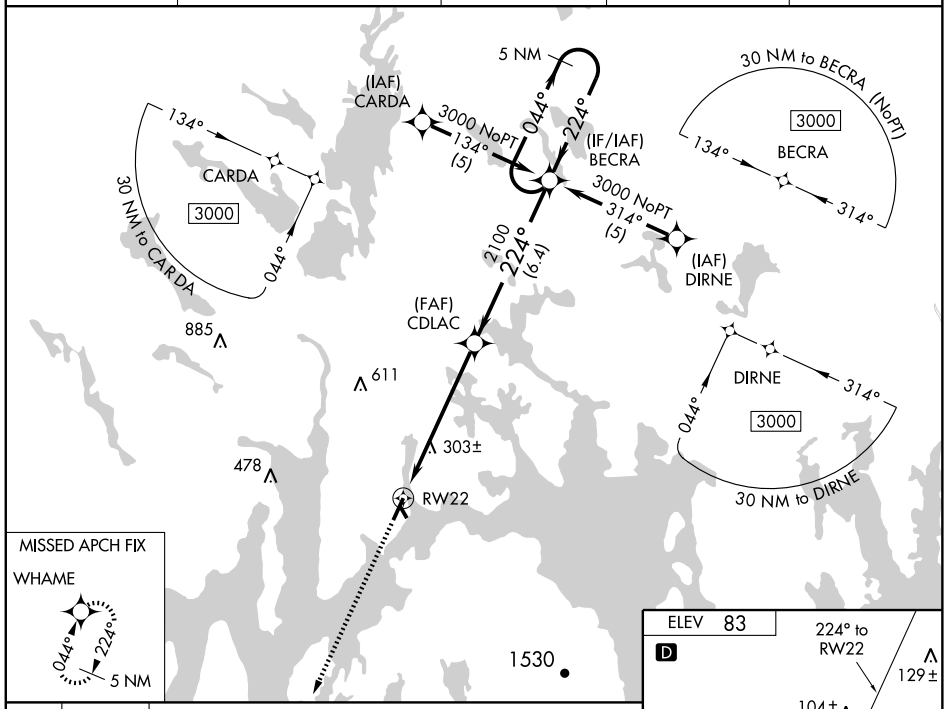
BAR HARBOR / HANCOCK COUNTY-BAR HARBOR (BHB)

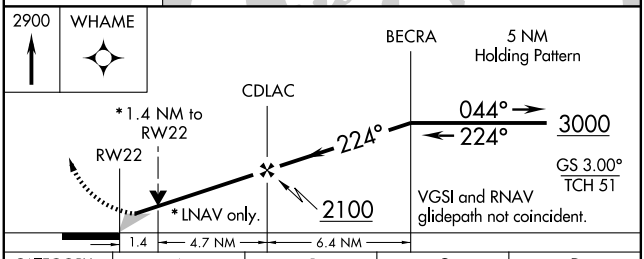
WAAS VNAV NA. If local altimeter setting not received, use Bangor altimeter setting and increase LPV DA to 416, LNAV/VNAV DA to 623, all MDAs 100'. VDP NA when using Bangor altimeter setting. Baro-VNAV NA when using Bangor altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

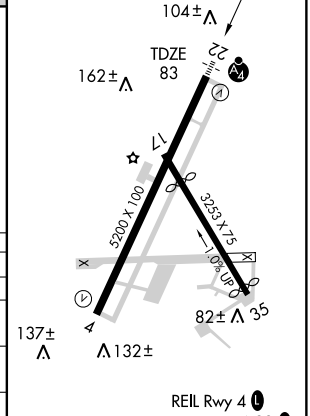
MALSF

MISSED APPROACH: Climb to 2900 direct WHAME and hold.

AWOS-3	BANGOR APP CON	CLNC DEL	UNICOM	
118.025	124.5 251.125	119.9	123.0 (CTAF)	122.7 L







CATEGORY	A	B	C	D
LPV DA	333-1 250 (300-1)			
LNAV/VNAV DA	472-1½ 389 (400-1½)			
LNAV MDA	580-¾ 497 (500-¾)		580-1 ¼ 497 (500-1 ¼)	580-1½ 497 (500-1½)
CIRCLING	600-1 517 (600-1)	620-1 537 (600-1)	620-1½ 537 (600-1½)	640-2 557 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB BST	APP CRS	Rwy Idg	4000
278	144°	TDZE	198
		Apt Elev	198

NDB RWY 15
BELFAST MUNI (BST)

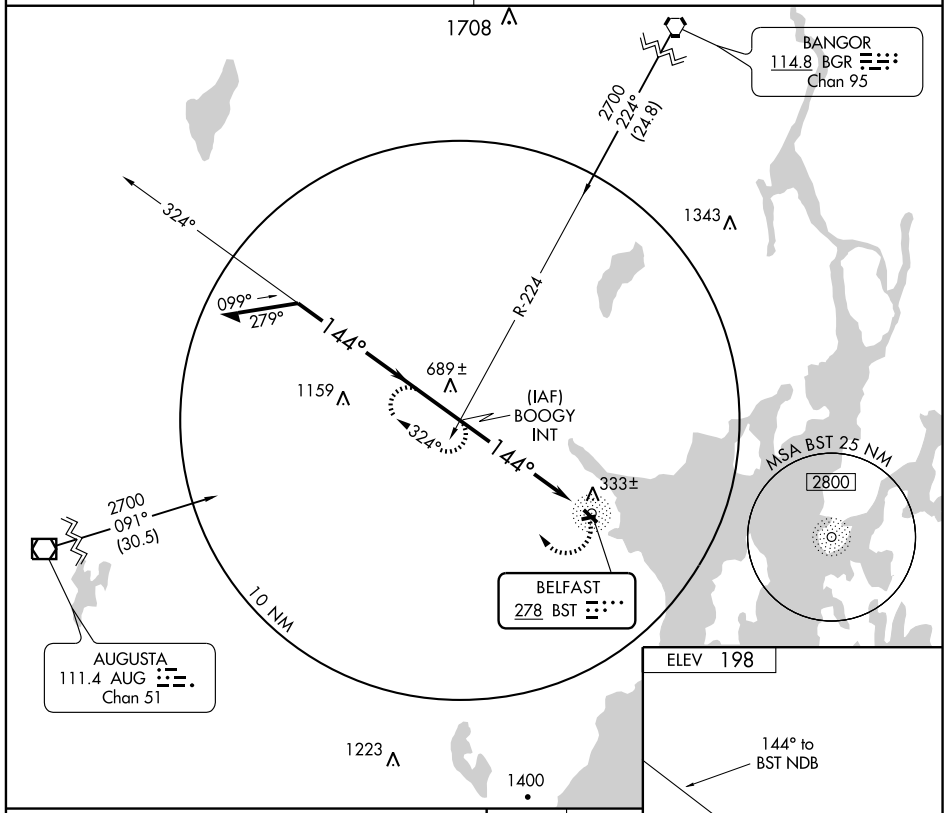
▼ NA

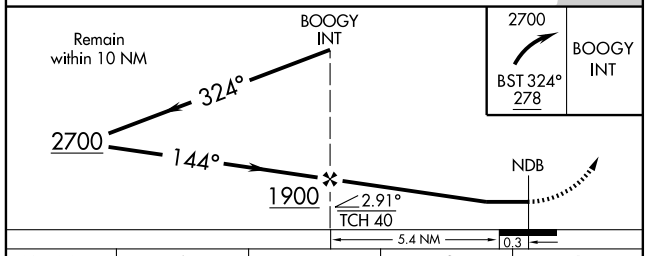
Use Bangor altimeter setting.

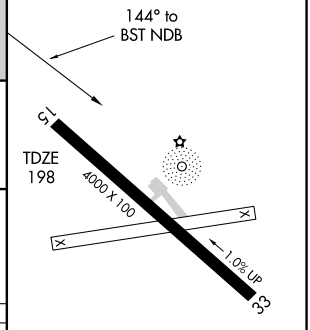
MISSED APPROACH: Climbing right turn to 2700 via BST 324° bearing to BOOGY Int and hold.

BANGOR APP CON
118.925 239.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	1000-1 802 (900-1)	1000-1¼ 802 (900-1¼)	1000-2¼ 802 (900-2¼)	NA
CIRCLING	1000-1 802 (900-1)	1000-1¼ 802 (900-1¼)	1000-2¼ 802 (900-2¼)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
151°	TDZE	198
	Apt Elev	198

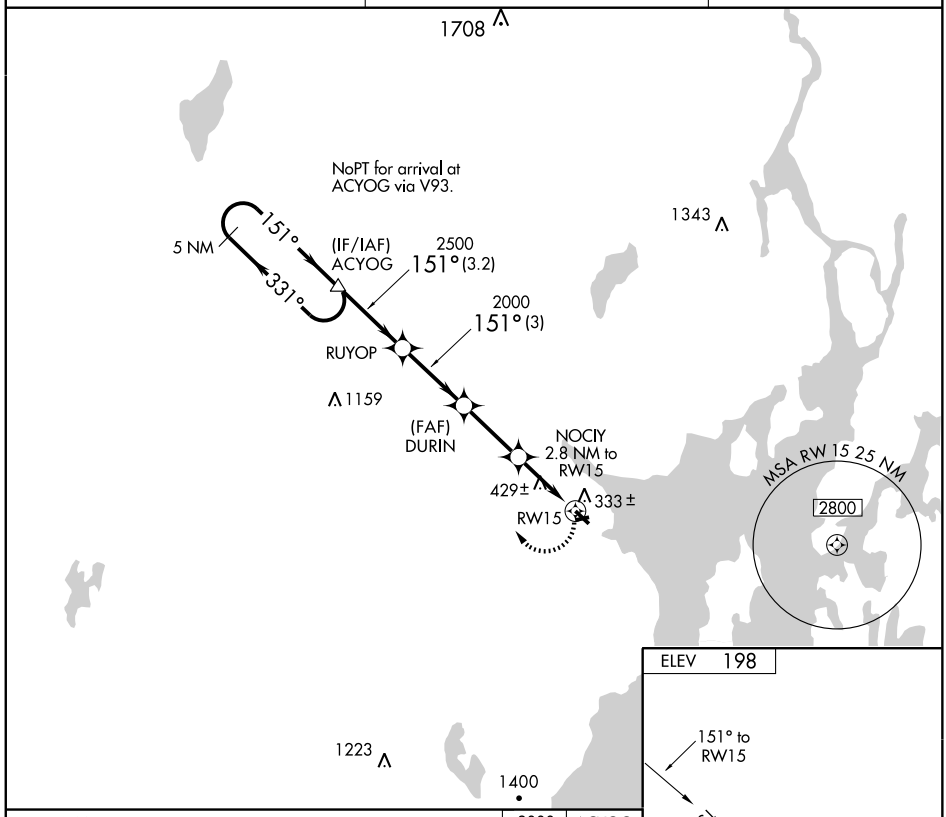
RNAV (GPS) RWY 15
BELFAST MUNI (BST)

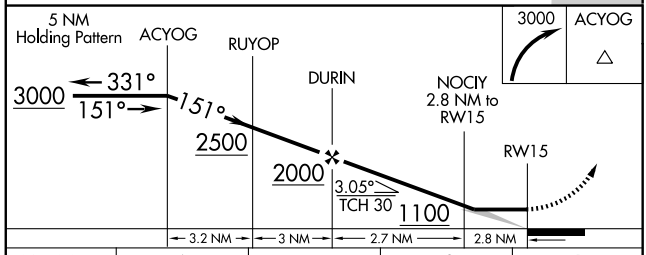
DME/DME RNP-0.3 NA.
Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet.

NA

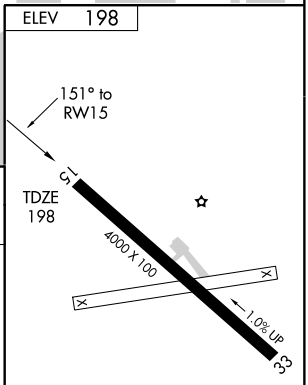
MISSED APPROACH: Climbing right turn to 3000 direct ACYOG and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	740-1 542 (600-1)		740-1½ 542 (600-1½)	NA
CIRCLING	760-1 562 (600-1)	800-1 602 (700-1)	880-2 682 (700-2)	NA



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
332°	TDZE	190
	Apt Elev	198

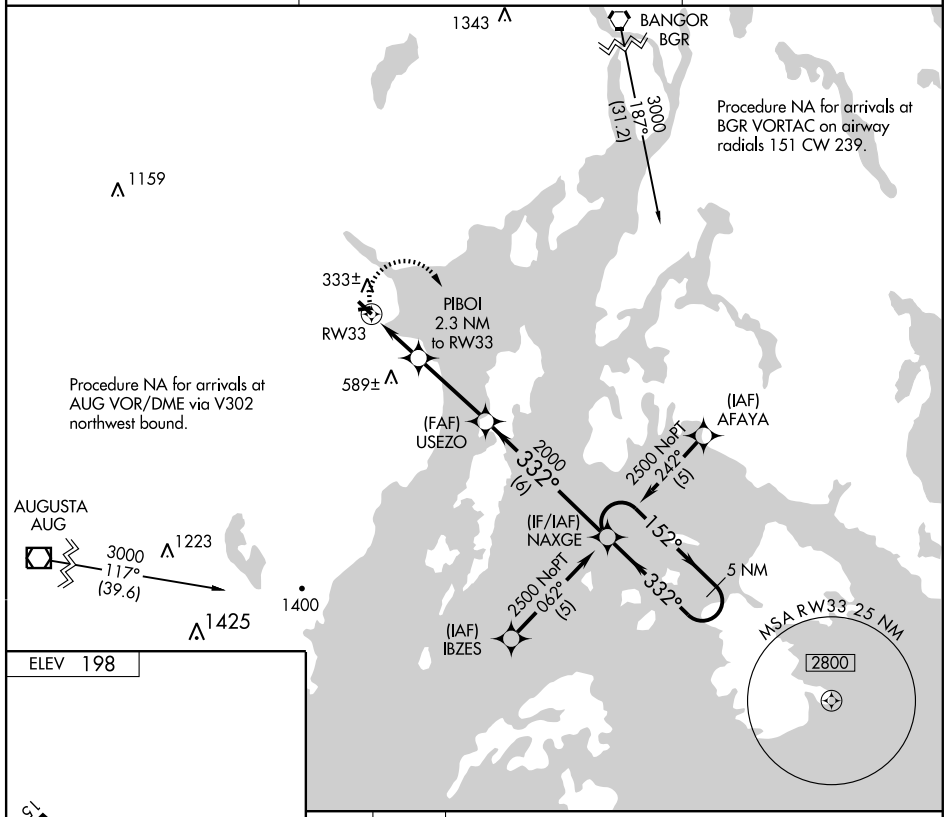
RNAV (GPS) RWY 33

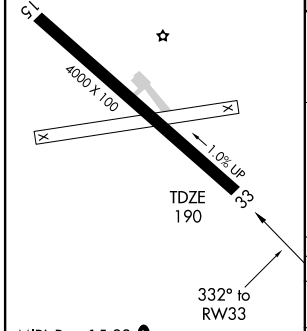
BELFAST MUNI (BST)

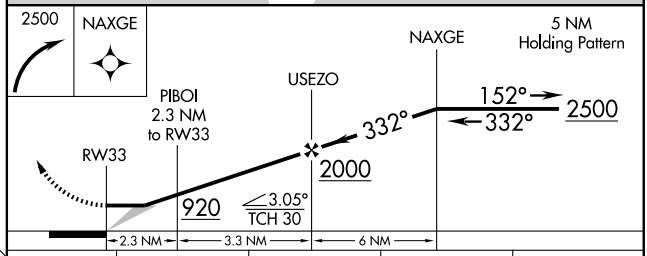
Use Bangor altimeter setting; if not received, use Rockland altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct NAXGE and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 510 (600-1)		700-1½ 510 (600-1½)	NA
CIRCLING	760-1 562 (600-1)	800-1 602 (700-1)	880-2 682 (700-2)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3000
058°	TDZE	157
	Apt Elev	157

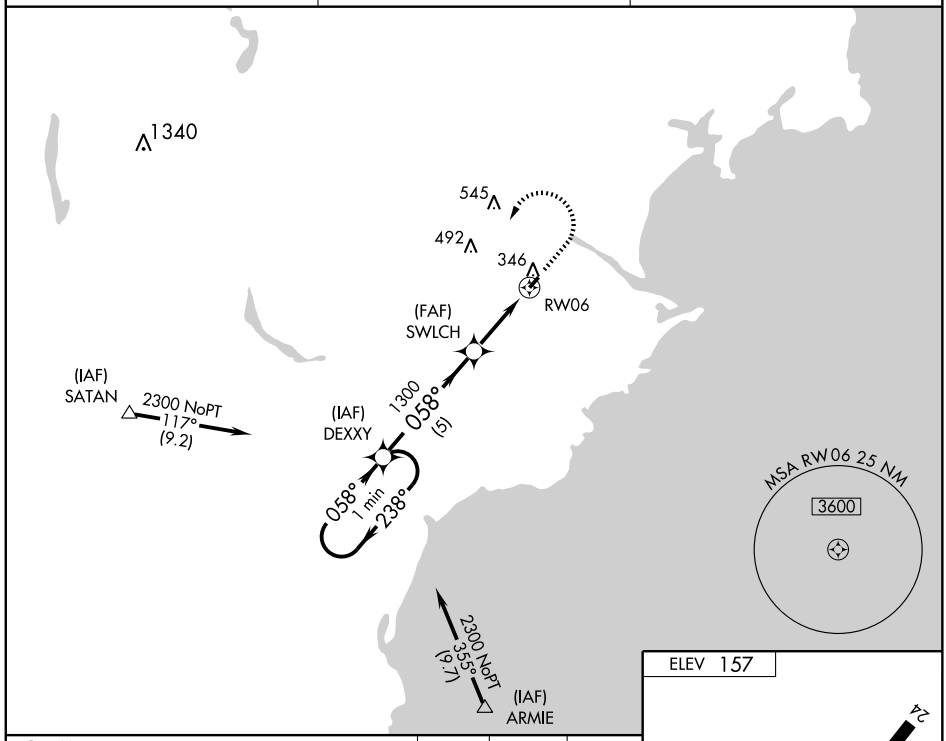
GPS RWY 6
BIDDEFORD MUNI (B19)

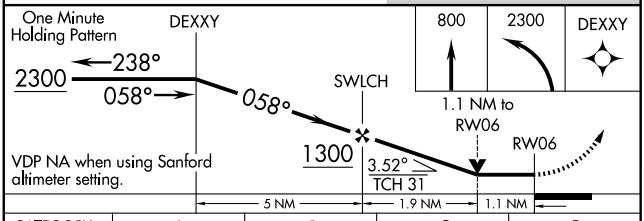
Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting.

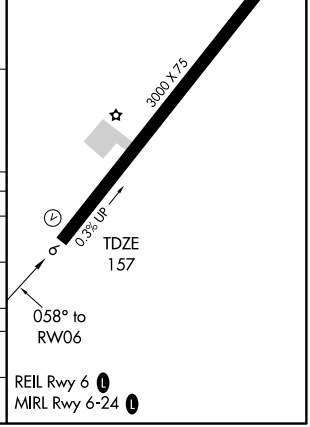
NA

MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct DEXXY WP and hold.

PORTLAND APP CON ★	CLNC DEL	UNICOM
119.75 381.2	126.05	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-6	580-1	423 (500-1)	580-1¼ 423 (500-1¼)	NA
CIRCLING	700-1	543 (600-1)	700-1½ 543 (600-1½)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	620-1	463 (500-1)	620-1¼ 463 (500-1¼)	NA
CIRCLING	740-1	583 (600-1)	740-1½ 583 (600-1½)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

BIDDEFORD, MAINE

AL-6015 (FAA)

VORTAC	APP CRS		
ENE		Rwy Idg	3000
117.1	088°	TDZE	157
Chan 118		Apt Elev	157

VOR RWY 6

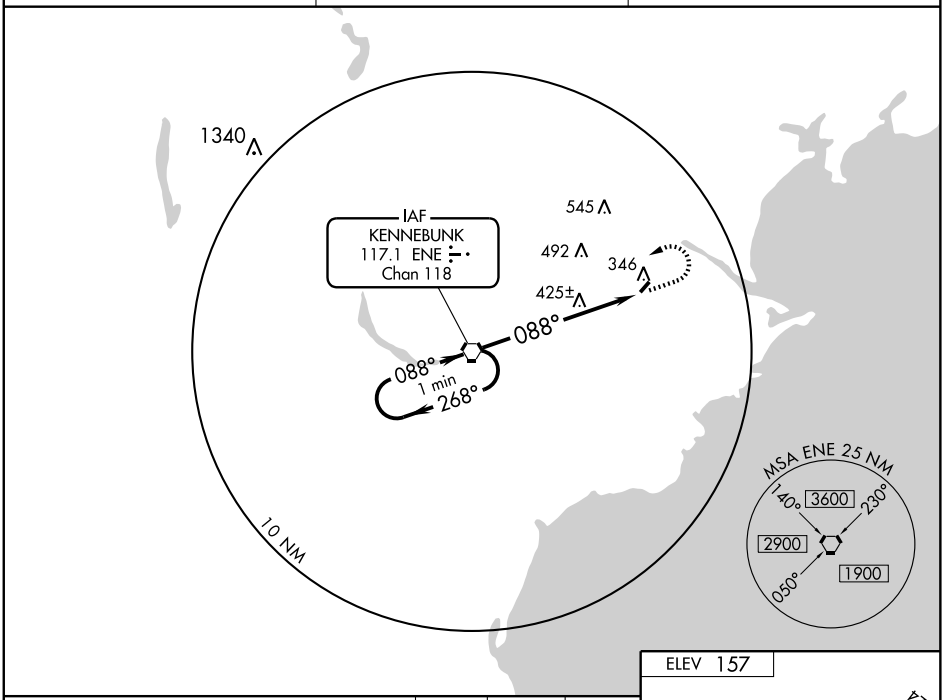
BIDDEFORD MUNI (B19)

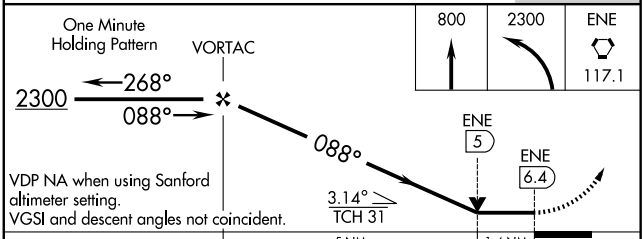
NA

Obtain local altimeter on CTAF; when not received, use Sanford altimetersetting.

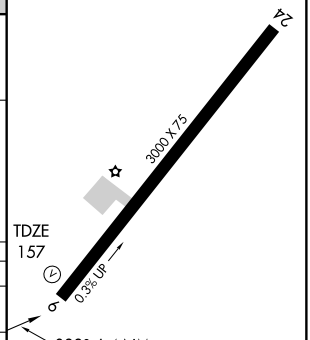
MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VORTAC and hold.

PORTLAND APP CON ★	CLNC DEL	UNICOM
119.75 381.2	126.05	123.0 (CTAF) L





VDP NA when using Sanford altimeter setting.
VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-6	680-1	523 (600-1)	680-1½ 523 (600-1½)	NA
CIRCLING	700-1	543 (600-1)	700-1½ 543 (600-1½)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	720-1	563 (600-1)	720-1½ 563 (600-1½)	NA
CIRCLING	740-1	583 (600-1)	740-1½ 583 (600-1½)	NA

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4003
187°	TDZE	620
	Apt Elev	620

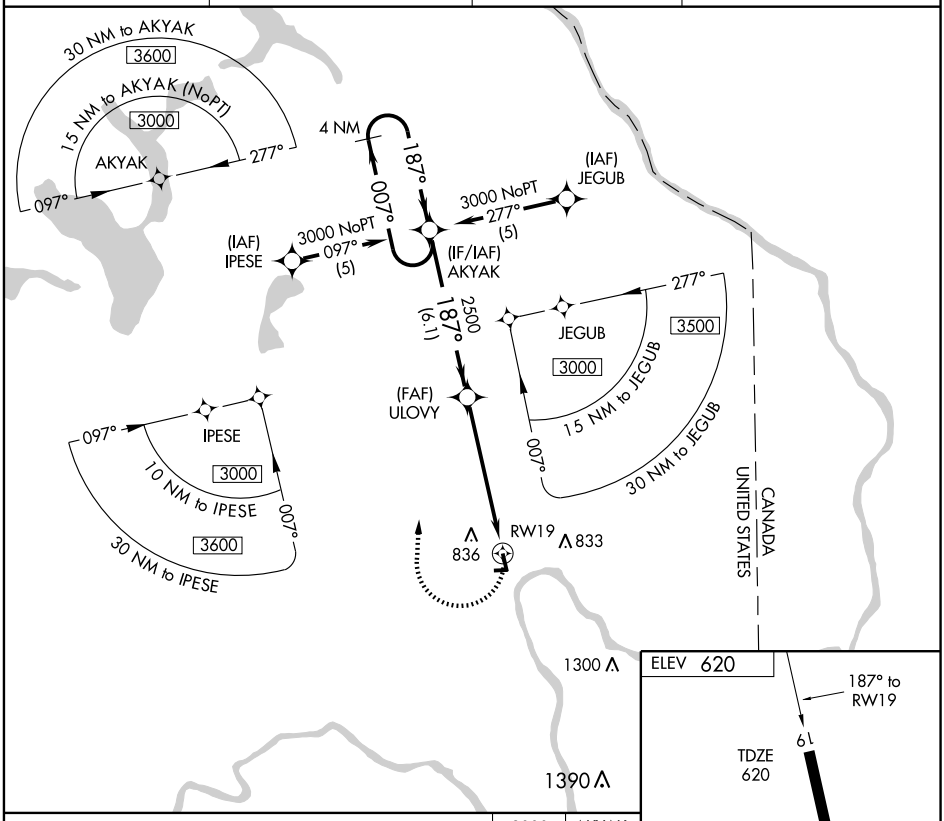
RNAV (GPS) RWY 19

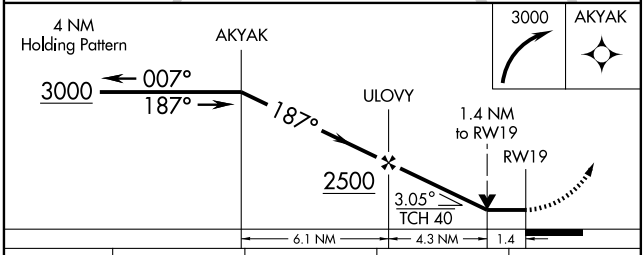
CARIBOU MUNI (CAR)

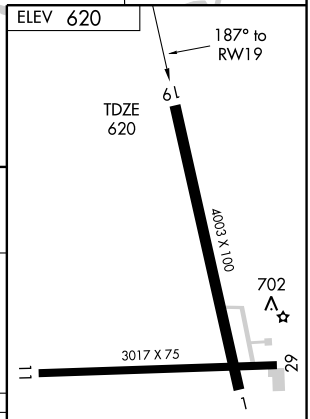
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct AKYAK WP and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
135.125	124.75 239.5	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1	500 (500-1)	1120-1¼ 500 (500-1¼)	1120-1½ 500 (500-1½)
CIRCLING	1140-1	520 (600-1)	1140-1½ 520 (600-1½)	1180-2 560 (600-2)

MIRL Rwys 1-19 and 11-29 L

NE-1. 03 JUN 2010 to 01 JUL 2010

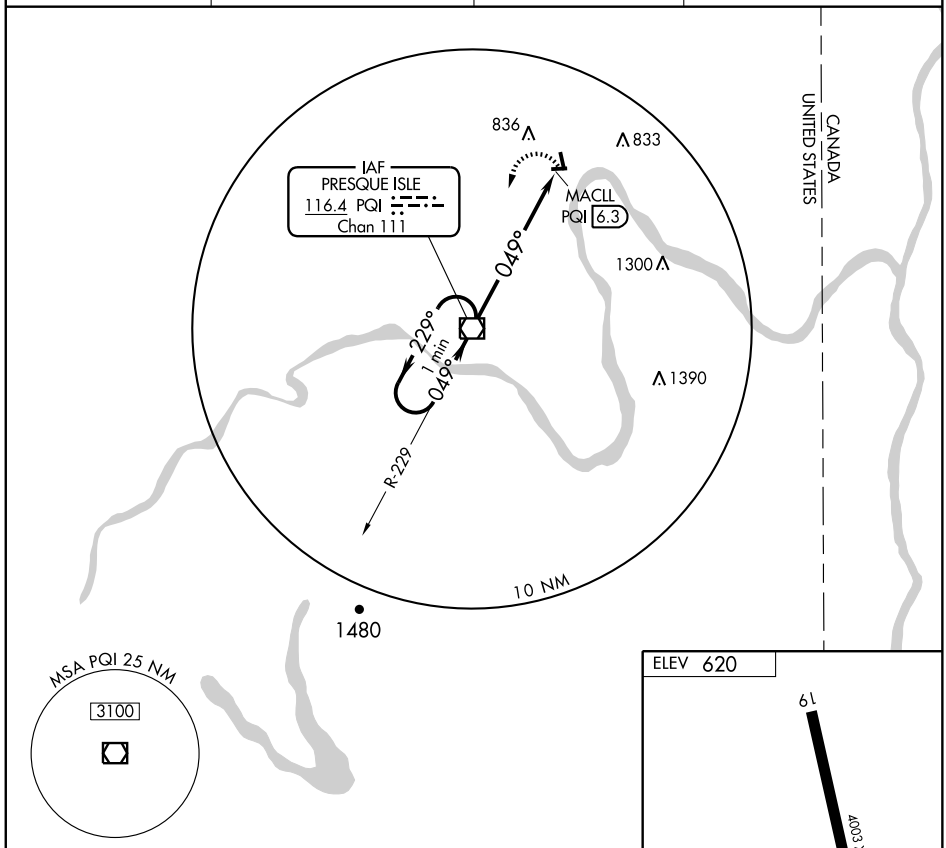
VOR/DME PQI	APP CRS	Rwy Idg	N/A
116.4	049°	TDZE	N/A
Chan 111		Apt Elev	620

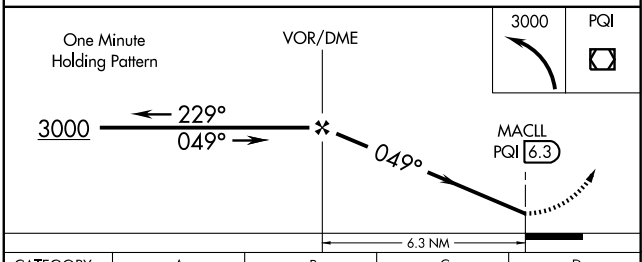
VOR-A

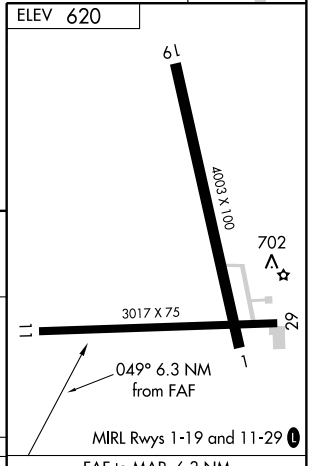
CARIBOU MUNI (CAR)

MISSED APPROACH: Climbing left turn to 3000 direct PQI VOR/DME and hold.

ASOS	BOSTON CENTER	CLNC DEL	UNICOM
135.125	124.75 239.5	124.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1 520 (600-1)		1140-1½ 520 (600-1½)	NA

FAF to MAP 6.3 NM

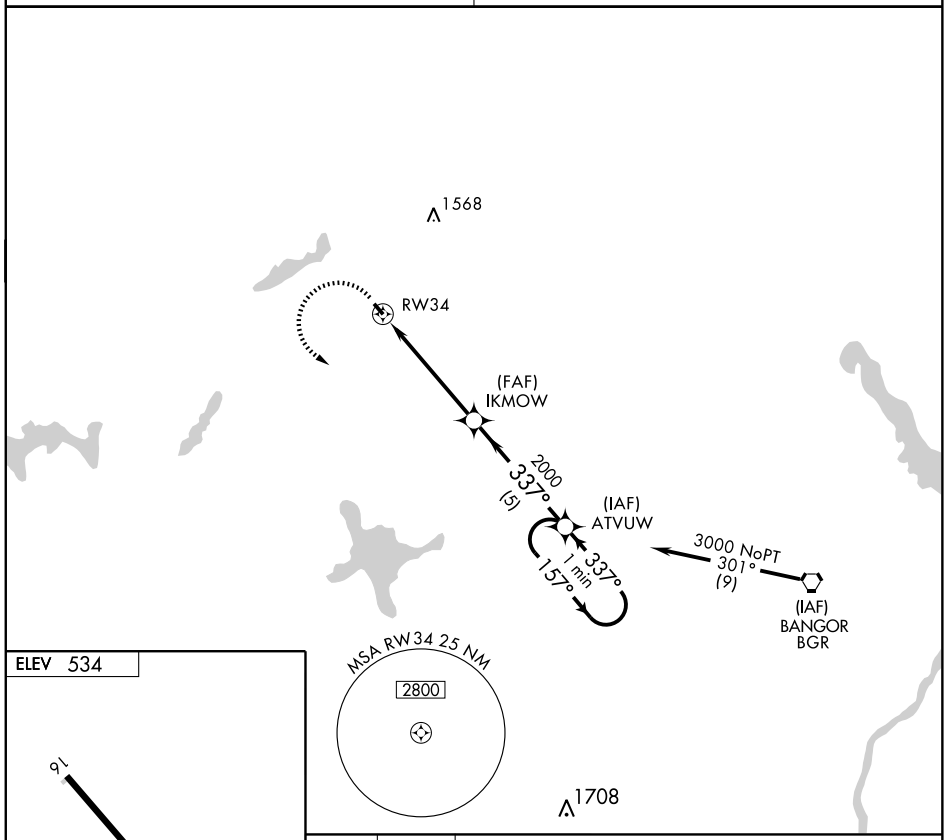
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

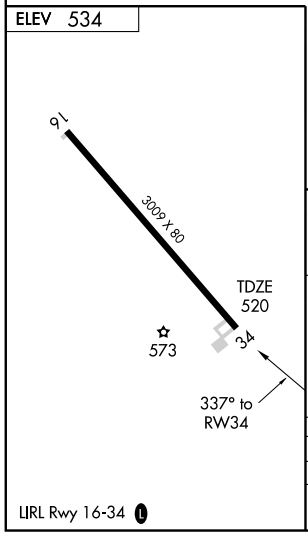
NE-1. 03 JUN 2010 to 01 JUL 2010

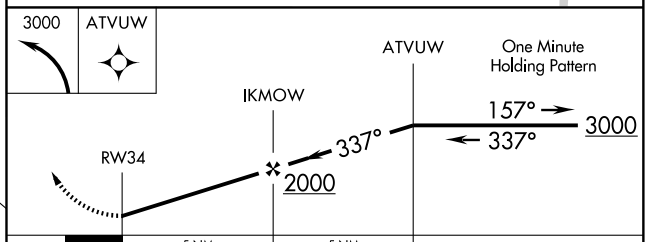
APP CRS	Rwy Idg	3009
337°	TDZE	520
	Apt Elev	534

GPS RWY 34
DEXTER RGNL (1BØ)

NA Use Bangor altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climbing left turn to 3000 direct ATVUW WP and hold.
BANGOR APP CON **118.925 239.3**	UNICOM **122.8** (CTAF) L







CATEGORY	A	B	C	D
S-34	1000-1	480 (500-1)	NA	
CIRCLING	1040-1 506 (600-1)	1200-1 666 (700-1)	NA	

LIRL Rwy 16-34 L

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB EPM 260	APP CRS 136°	Rwy Idg 4000 TDZE 44 Apt Elev 45

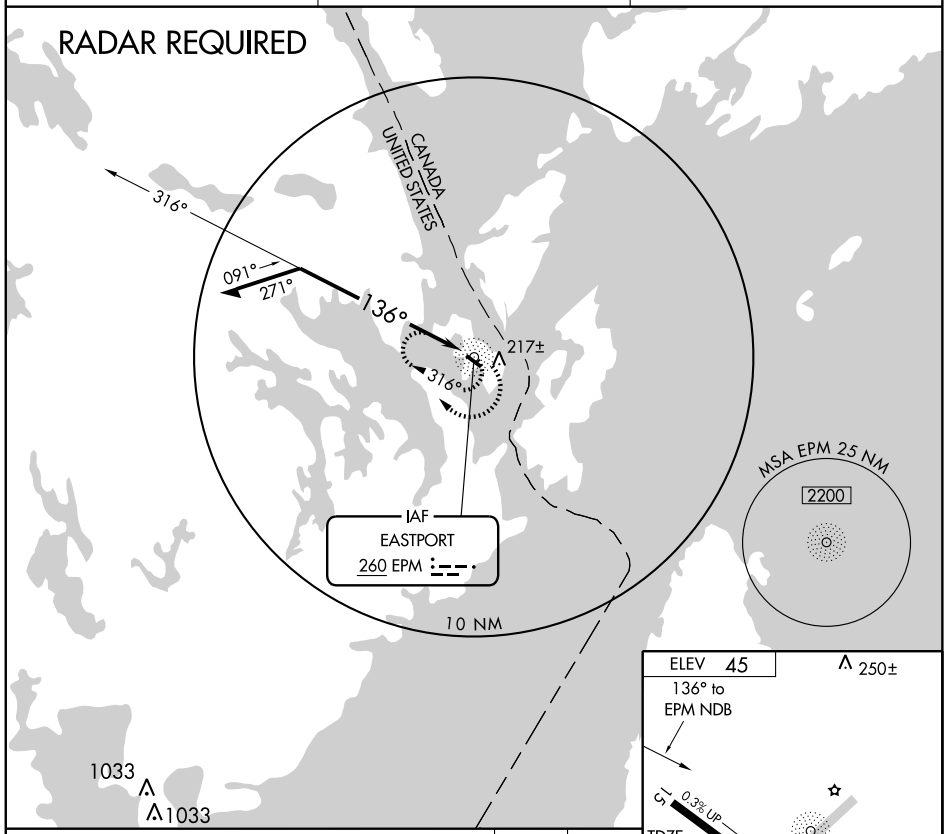
NDB RWY 15
EASTPORT MUNI (EPM)

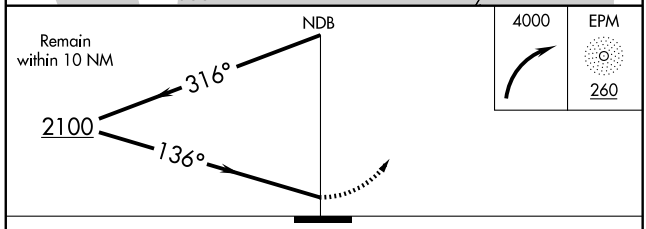
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

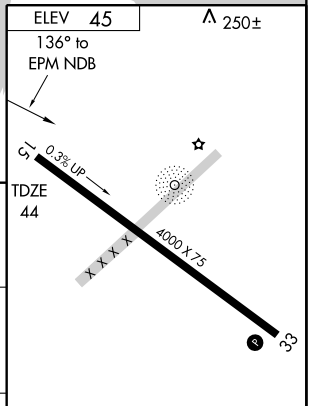
NA

MISSED APPROACH: Climbing right turn to 4000 in EPM NDB holding pattern.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L







MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

CATEGORY	A	B	C	D
S-15	740-1	696 (700-1)	740-2 696 (700-2)	740-2¼ 696 (700-2¼)
CIRCLING	740-1	695 (700-1)	740-2 695 (700-2)	740-2¼ 695 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB EPM 260	APP CRS 333°	Rwy Idg 4000 TDZE 45 Apt Elev 45

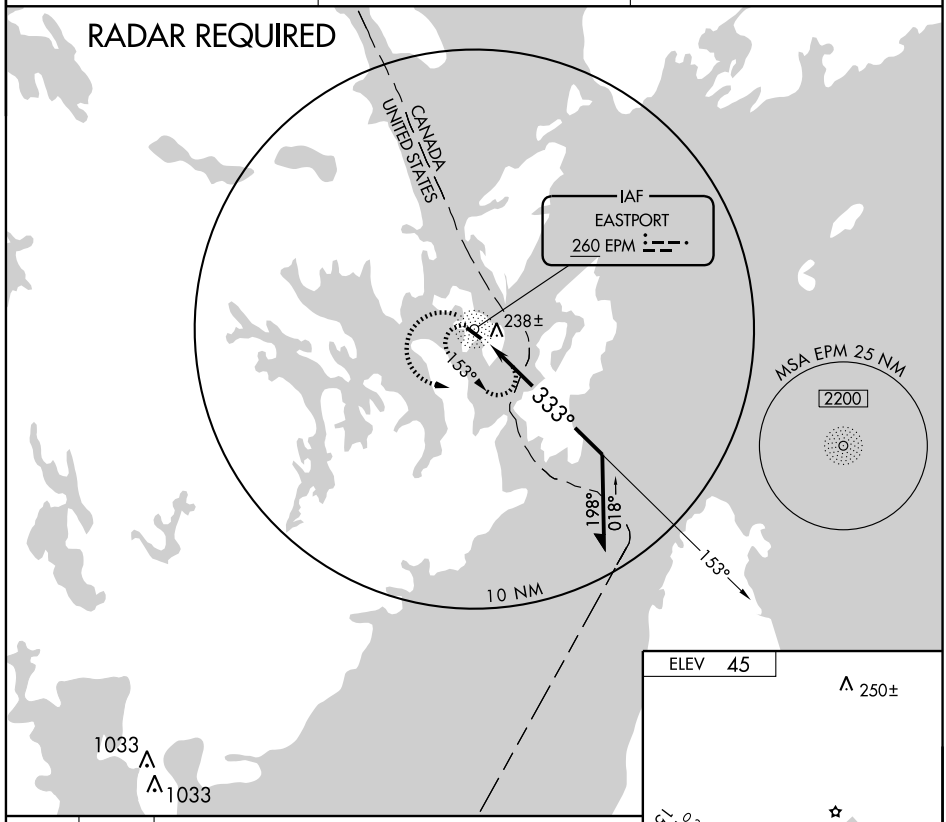
NDB RWY 33
EASTPORT MUNI (EPM)

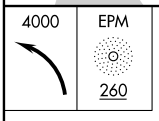
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.

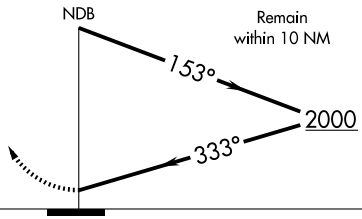
NA

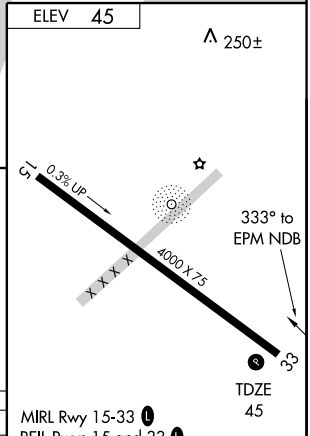
MISSED APPROACH: Climbing left turn to 4000 in EPM NDB holding pattern.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L









MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

CATEGORY	A	B	C	D
S-33	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-1¾ 555 (600-1¾)
CIRCLING	600-1 555 (600-1)		600-1½ 555 (600-1½)	600-2 555 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
145°	TDZE	44
	Apt Elev	45

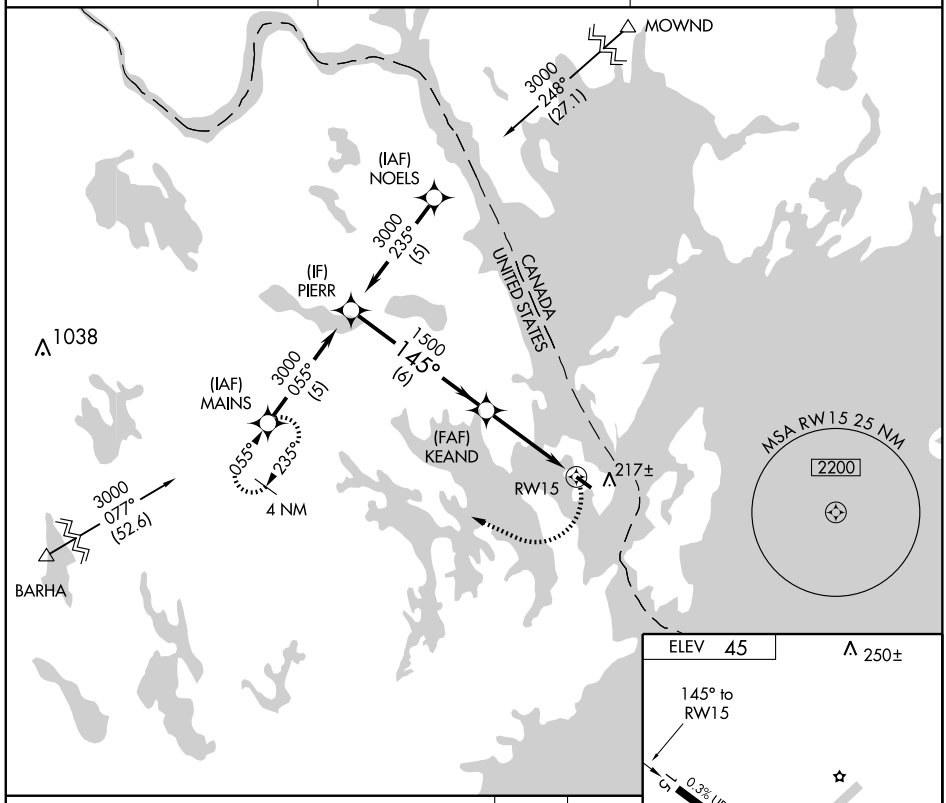
RNAV (GPS) RWY 15
EASTPORT MUNI (EPM)

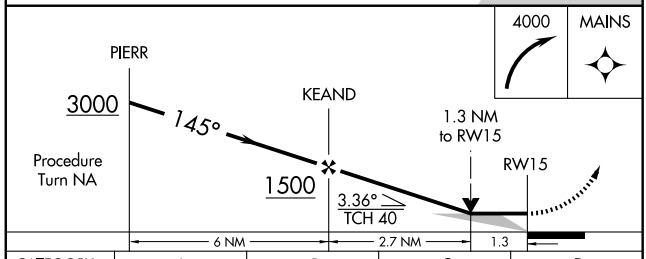
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.
VDP NA with Hancock County-Bar Harbor altimeter setting.

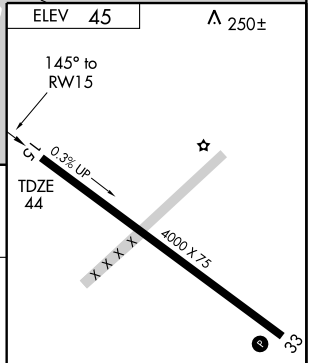
NA

MISSED APPROACH: Climbing right turn to 4000 direct MAINS and hold.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 496 (500-1)		540-1¼ 496 (500-1¼)	540-1½ 496 (500-1½)
CIRCLING	580-1 535 (600-1)		580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

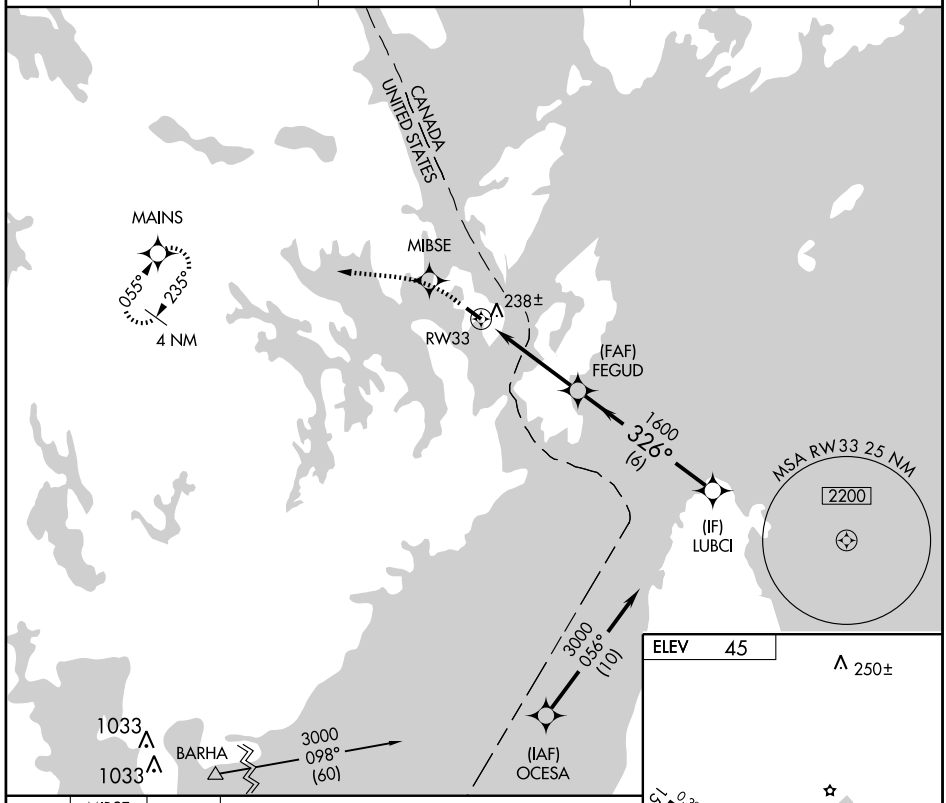
APP CRS	Rwy Idg	4000
326°	TDZE	45
	Apt Elev	45

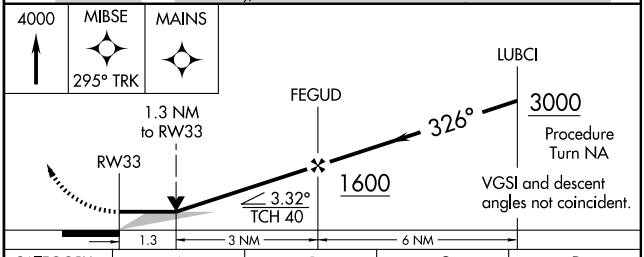
RNAV (GPS) RWY 33
EASTPORT MUNI (EPM)

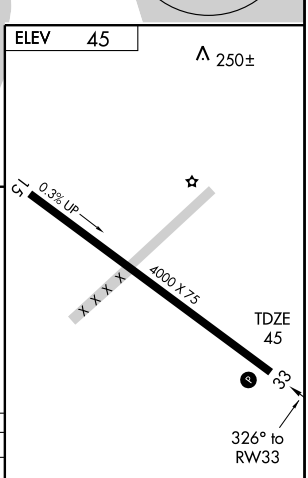
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting and increase all MDAs 160 feet.
VDP NA with Hancock County-Bar Harbor altimeter setting.

MISSED APPROACH: Climb to 4000 direct MIBSE and via 295° track to MAINS and hold.

AWOS-A	BOSTON CENTER	UNICOM
260	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 455 (500-1)		500-1¼ 455 (500-1¼)	500-1½ 455 (500-1½)
CIRCLING	580-1 535 (600-1)		580-1½ 535 (600-1½)	600-2 555 (600-2)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB ESG	APP CRS	Rwy Idg	N/A
260	168°	TDZE	N/A
		Apt Elev	125

NDB-B

ELIOT/ LITTLEBROOK AIR PARK (3B4)

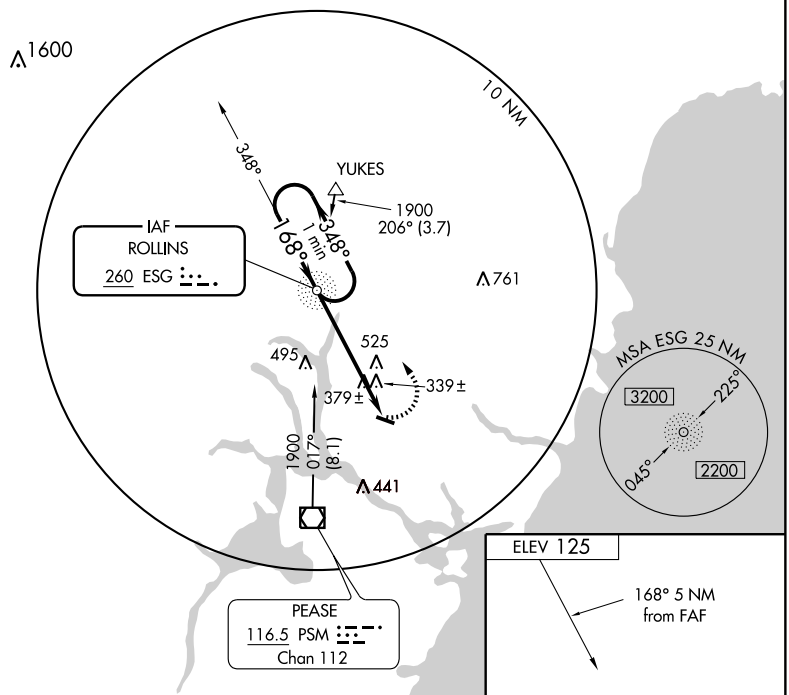
Use Portsmouth, NH altimeter setting.
NA Procedure NA at night.

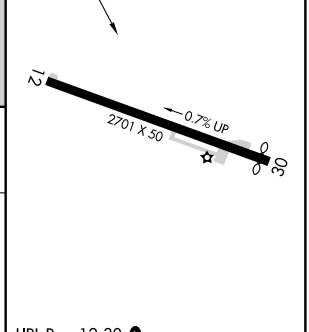
MISSED APPROACH: Climbing left turn to 1900 direct ESG NDB and hold.

BOSTON APP CON
125.05 269.4

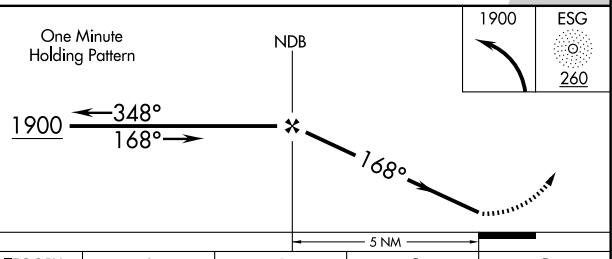
UNICOM
122.9 (CTAF) L

Procedure NA for arrival at YUKES on V106.





LIRL Rwy 12-30 L



CATEGORY	A	B	C	D
CIRCLING	880-1 755 (800-1)	880-1¼ 755 (800-1¼)	NA	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 03 JUN 2010 to 01 JUL 2010

ELIOT, MAINE

AL-6723 (FAA)

APP CRS	Rwy Idg	2615
306°	TDZE	125
	Apt Elev	125

RNAV (GPS) RWY 30

ELIOT/LITTLEBROOK AIR PARK (3B4)

Procedure NA at night.
Use Portsmouth, NH. altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 2000 direct PSM VOR/DME and hold.

BOSTON APP CON
125.05 269.4

UNICOM
122.9 (CTAF) L

765
761
495
525
441
RW30
PEASE
PSM
052°
232°
2000
153°
(14.1)
(FAF)
IBEYU
1700
306°
(6)
(IF)
DIPGY
2000
216°
(5.6)
(IAF)
SEROC
2000
321°
(6.1)
(IAF)
CEKAY
2000
035°
(10.6)
(IAF)
SILVE
MSA RW30 25 NM
3100

Procedure NA for arrival at SILVE WP on V139 southbound, at SEROC on V167 northbound, and at CEKAY on V167 southbound.

ELEV 125

306° to RW30

12

0.7% UP

2701 X 50

30

TDZE
125

LIRL Rwy 12-30 L

2000 PSM

DIPGY

IBEYU

2000

306°

RW30

1700

3.00°
TCH 40

Procedure Turn NA

4.9 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	580-1	455 (500-1)	NA	
CIRCLING	680-1	555 (600-1)	NA	

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME PSM	APP CRS	Rwy Idg	N/A
116.5	052°	TDZE	N/A
Chan 112		Apt Elev	125

VOR-A

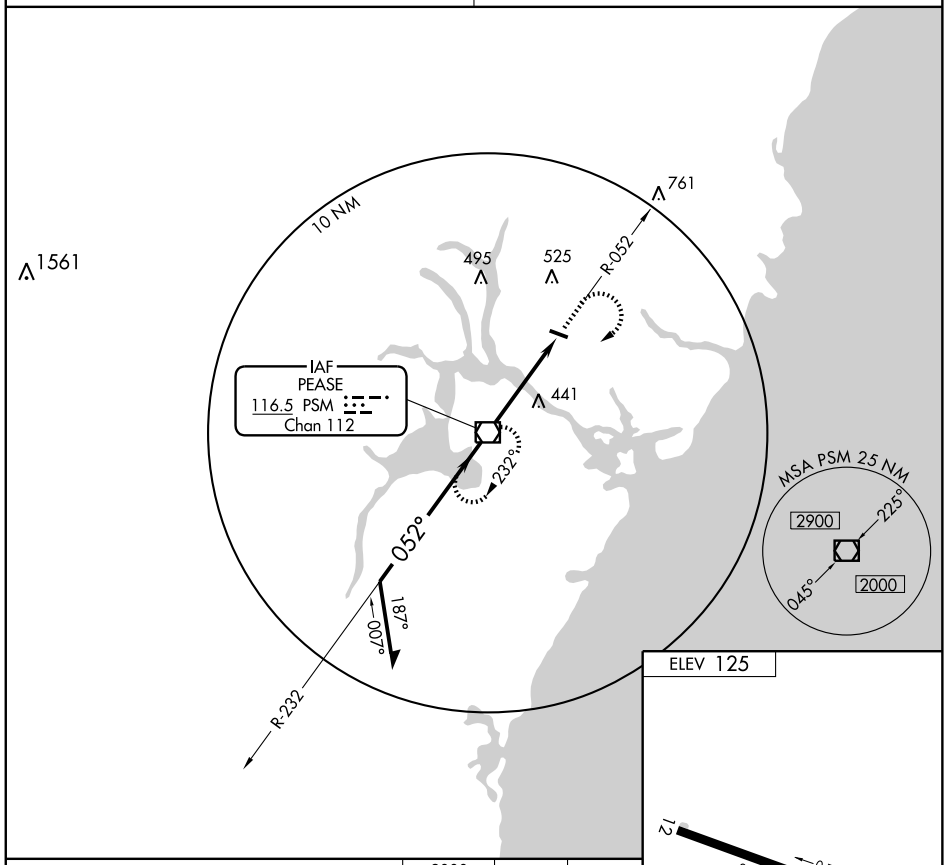
ELIOT/LITTLEBROOK AIR PARK (3B4)

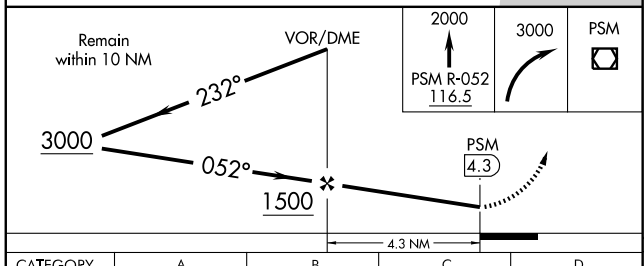
NA

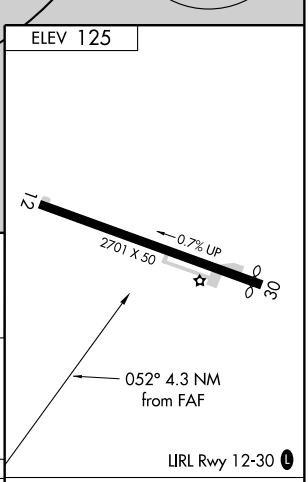
Use Portsmouth, NH altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 2000 via PSM R-052 then climbing right turn to 3000 direct PSM VOR/DME and hold.

BOSTON APP CON	UNICOM
125.05 269.4	122.9 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	720-1 595 (600-1)		NA	

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4600
135°	TDZE	984
	Apt Elev	988

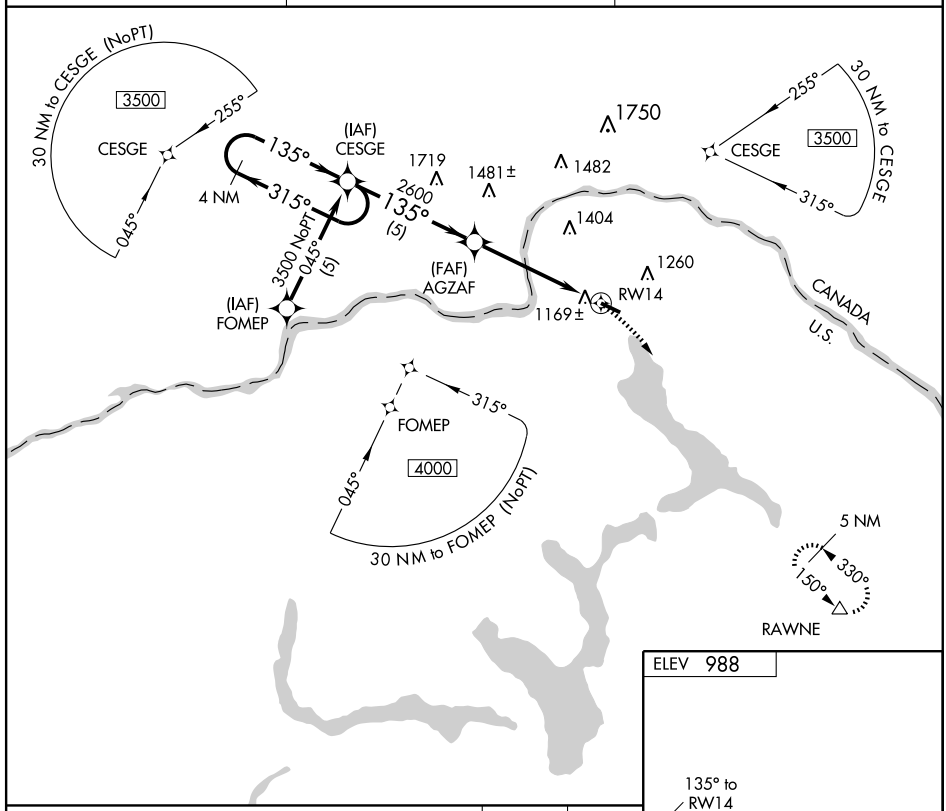
RNAV (GPS) RWY 14

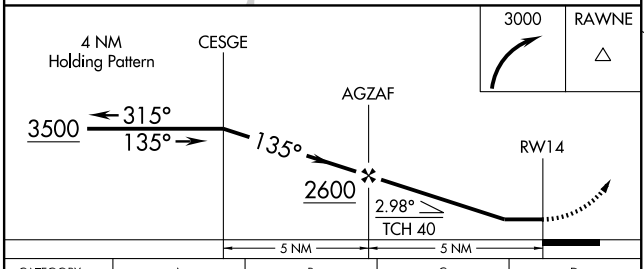
FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

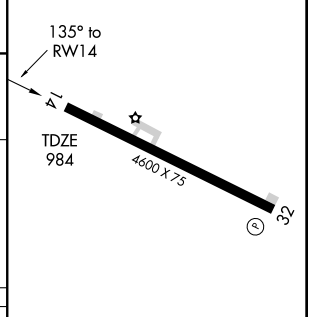
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct RAWNE WP and hold.

ASOS	BOSTON CENTER	UNICOM
135.725	124.75 239.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1	436 (500-1)	1420-1¼ 436 (500-1¼)	1420-2¼ 436 (500-2¼)
CIRCLING	1560-1	572 (600-1)	1660-2 672 (700-2)	1660-2¼ 672 (700-2¼)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

APP CRS	Rwy ldg	4600
316°	TDZE	988
	Apt Elev	988

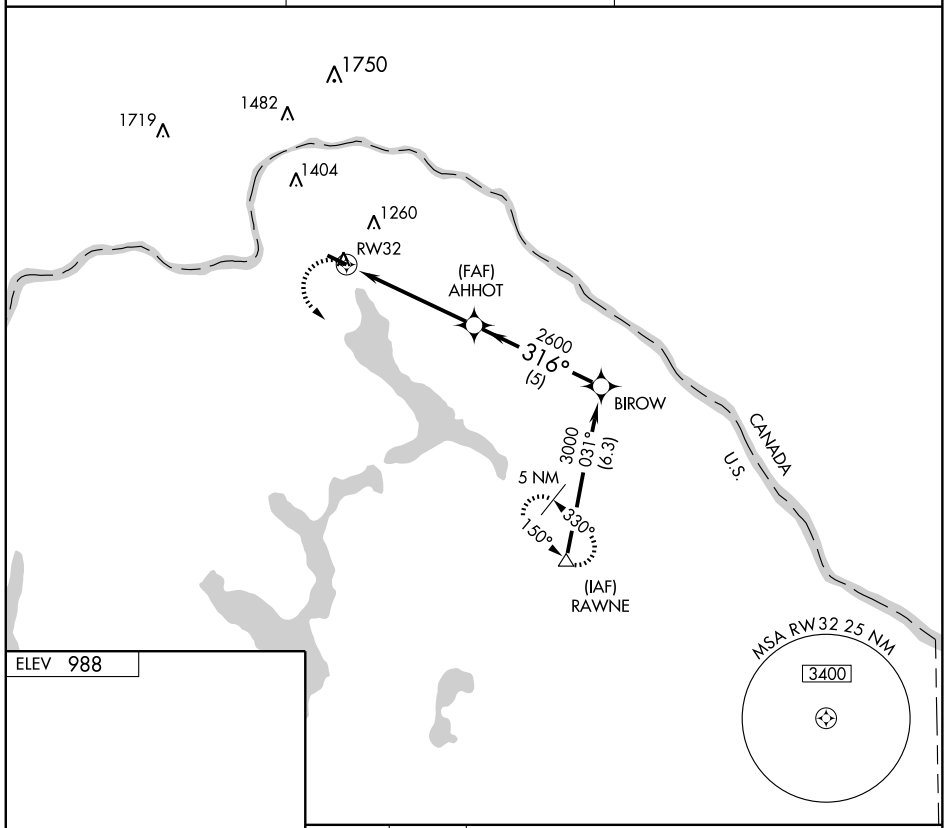
RNAV (GPS) RWY 32

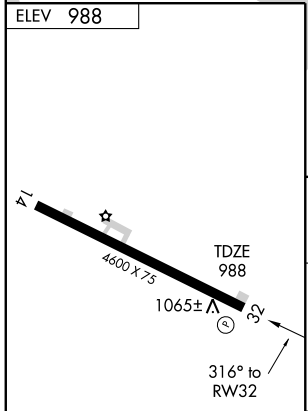
FRENCHVILLE/ NORTHERN AROOSTOOK RGNL (FVE)

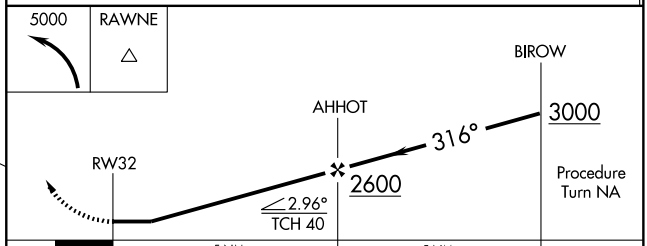
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct RAWNE WP and hold.

ASOS	BOSTON CENTER	UNICOM
135.725	124.75 239.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 412 (500-1)		1400-1¼ 412 (500-1¼)	
CIRCLING	1560-1 572 (600-1)		1660-2 672 (700-2)	1660-2¼ 672 (700-2¼)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB SZO 227	APP CRS 323°	Rwy Idg N/A TDZE N/A Apt Elev 454

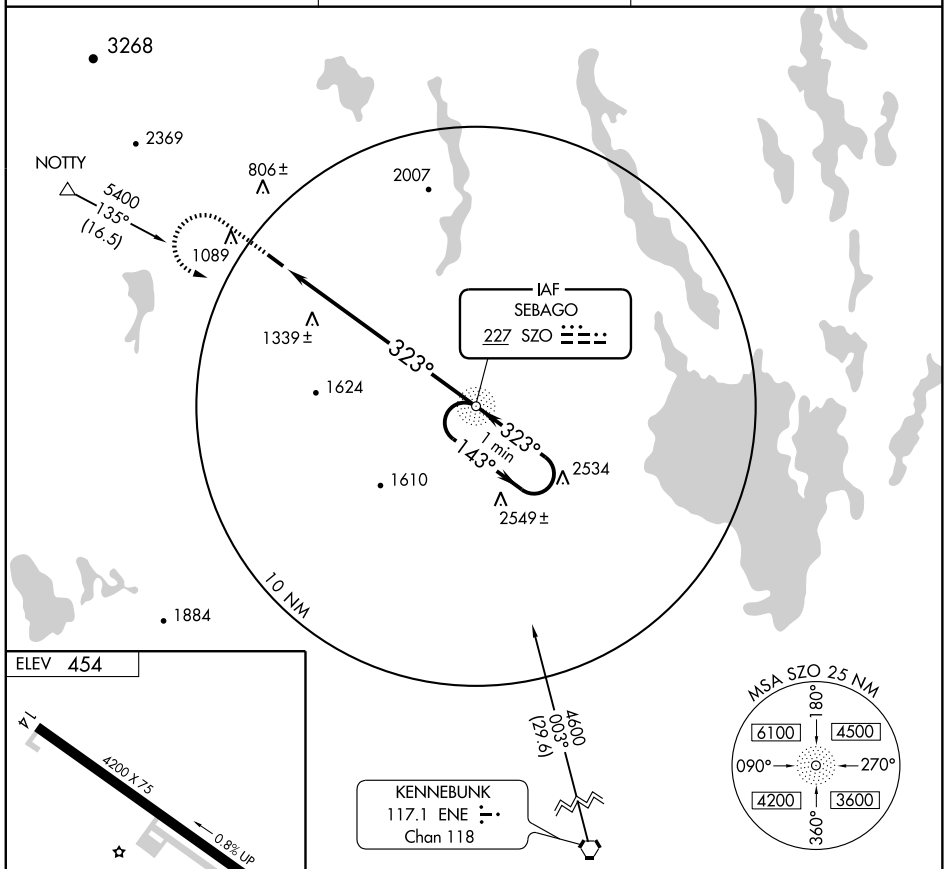
NDB-B

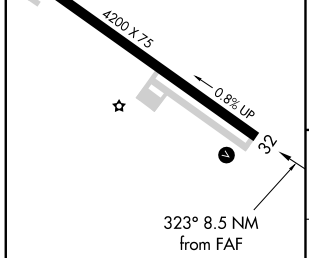
FRYEBURG/ EASTERN SLOPES RGNL (IZG)

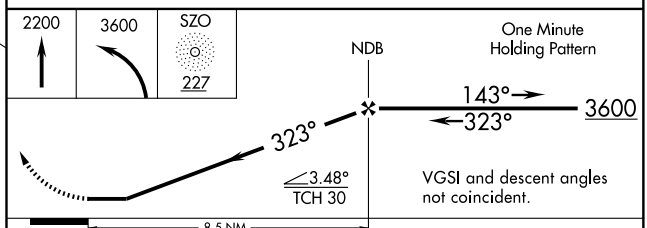
When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3600 direct SZO NDB and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.775	125.5 381.2	122.8 (CTAF) L







REIL Rwy 32 L
MIRL Rwy 14-32 L

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

CATEGORY	A	B	C	D
CIRCLING	1780-1¼ 1326 (1400-1¼)	1780-1½ 1326 (1400-1½)	1780-3 1326 (1400-3)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4200
324°	TDZE	447
	Apt Elev	454

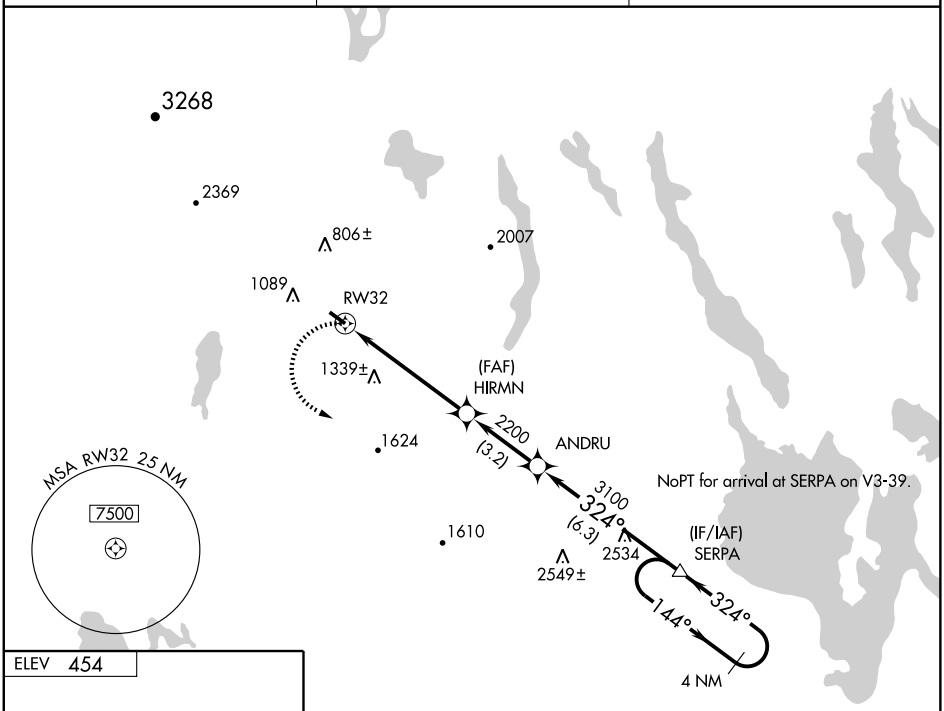
RNAV (GPS) RWY 32

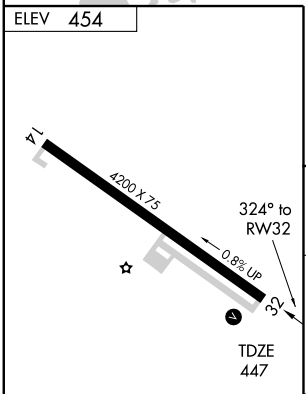
FRYEBURG/ EASTERN SLOPES RGNL (IZG)

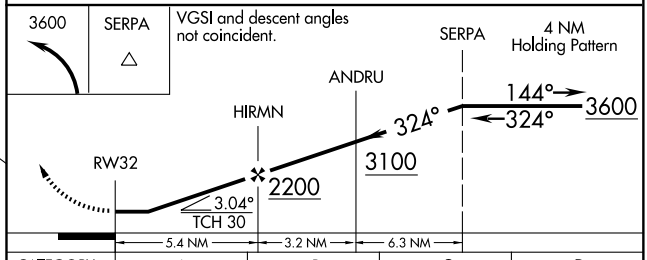
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3600 direct SERPA and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.775	125.5 381.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ 1033 (1100-1¼)	1480-1½ 1033 (1100-1½)	1480-3 1033 (1100-3)	NA
CIRCLING	1480-1¼ 1026 (1100-1¼)	1480-1½ 1026 (1100-1½)	1480-3 1026 (1100-3)	NA

REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

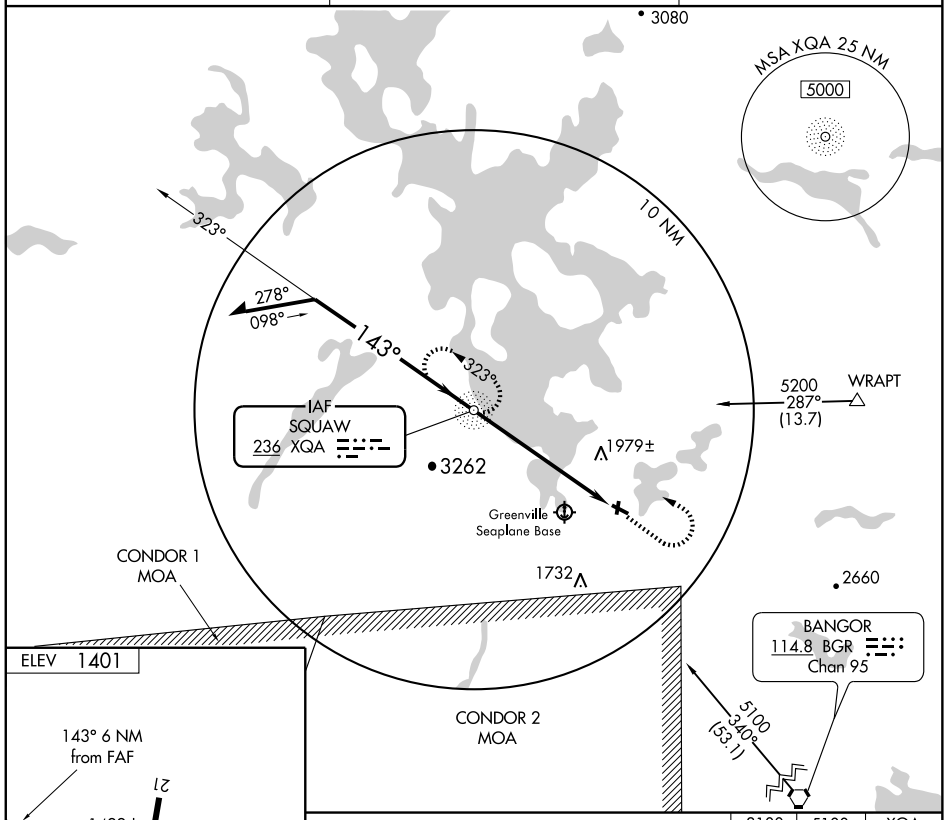
NDB XQA 236	APP CRS 143°	Rwy Idg 3999 TDZE 1391 Apt Elev 1401

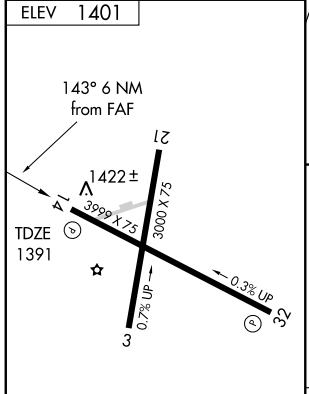
NDB RWY 14
GREENVILLE MUNI (3B1)

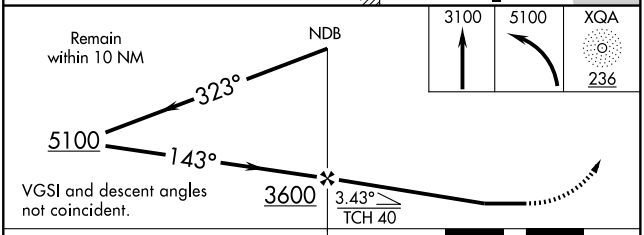
T A NA — When local altimeter setting not received, use Bangor altimeter setting and increase all MDAs 300 feet and increase Cat B and C circling visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then climbing left turn to 5100 direct XQA NDB and hold, continue climb-in-hold to 5100.

BOSTON CENTER	CLNC DEL	UNICOM
120.25 346.4	122.3	122.8 (CTAF) L







REIL Rwy 14
MIRL Rwy 14-32 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-14	2280-1¼	889 (900-1¼)	2280-2¾ 889 (900-2¾)	2280-3 889 (900-3)
CIRCLING	2280-1¼	879 (900-1¼)	2280-2¾ 879 (900-2¾)	2500-3 1099 (1100-3)

NE-1. 03 JUN 2010 to 01 JUL 2010

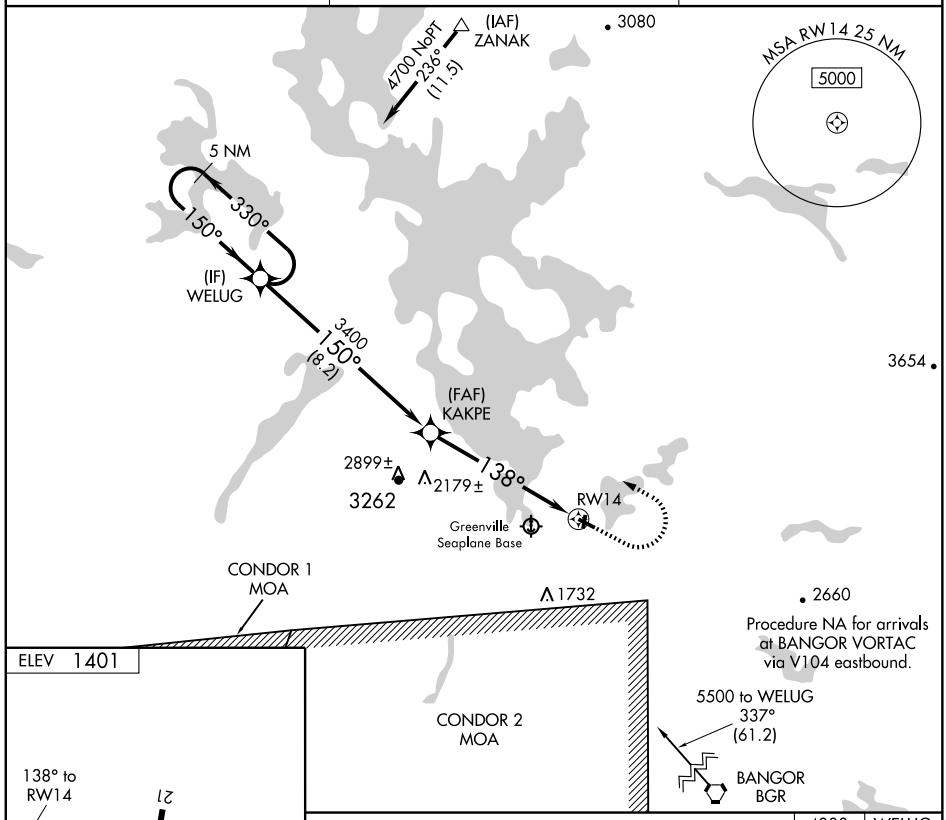
APP CRS	Rwy Idg	3999
138°	TDZE	1391
	Apt Elev	1401

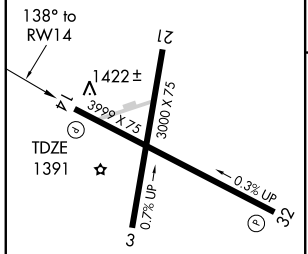
RNAV (GPS) RWY 14
GREENVILLE MUNI (3B1)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bangor altimeter setting and increase all MDA 300 feet. VDP NA when using Bangor altimeter setting.

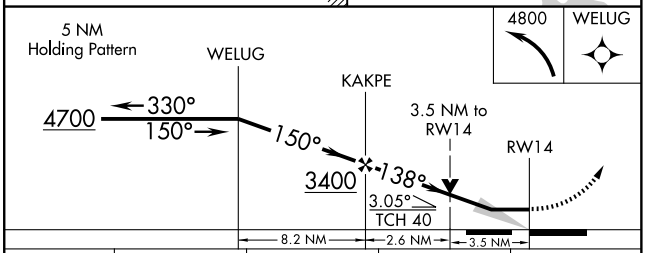
MISSED APPROACH: Climbing left turn to 4800 direct WELUG and hold.

BOSTON CENTER	CLNC DEL	UNICOM
120.25 346.4	122.3	122.8 (CTAF) L





REIL Rwy 14
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	2520-1¼ 1129 (1200-1¼)	2520-1½ 1129 (1200-1½)	2520-3	1129 (1200-3)
CIRCLING	2520-1¼ 1119 (1200-1¼)	2520-1½ 1119 (1200-1½)	2520-3	1119 (1200-3)

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB XQA	APP CRS	Rwy Idg	N/A
236	151°	TDZE	N/A
		Apt Elev	1028

NDB-A

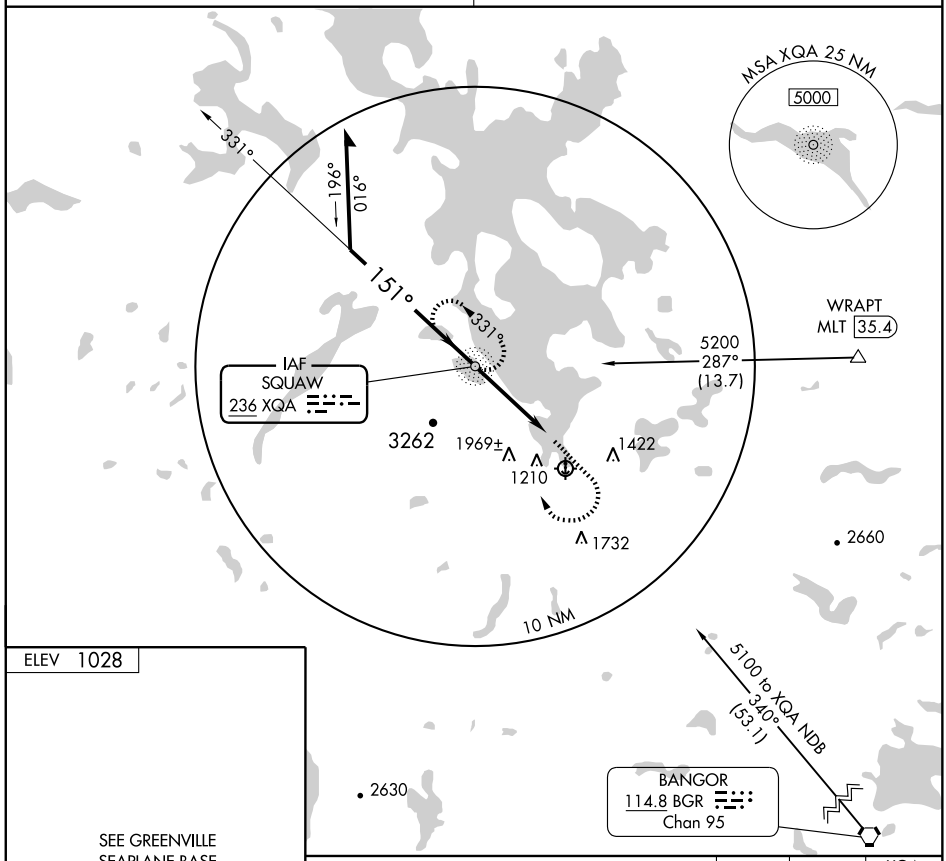
GREENVILLE SEAPLANE BASE (52B)

Procedure NA at night.
Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

NA

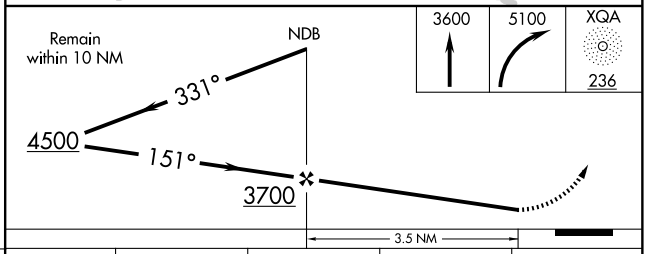
MISSED APPROACH: Climb to 3600 then climbing right turn to 5100 direct XQA NDB and hold.

BOSTON CENTER	CTAF
120.25 346.4	122.9



ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

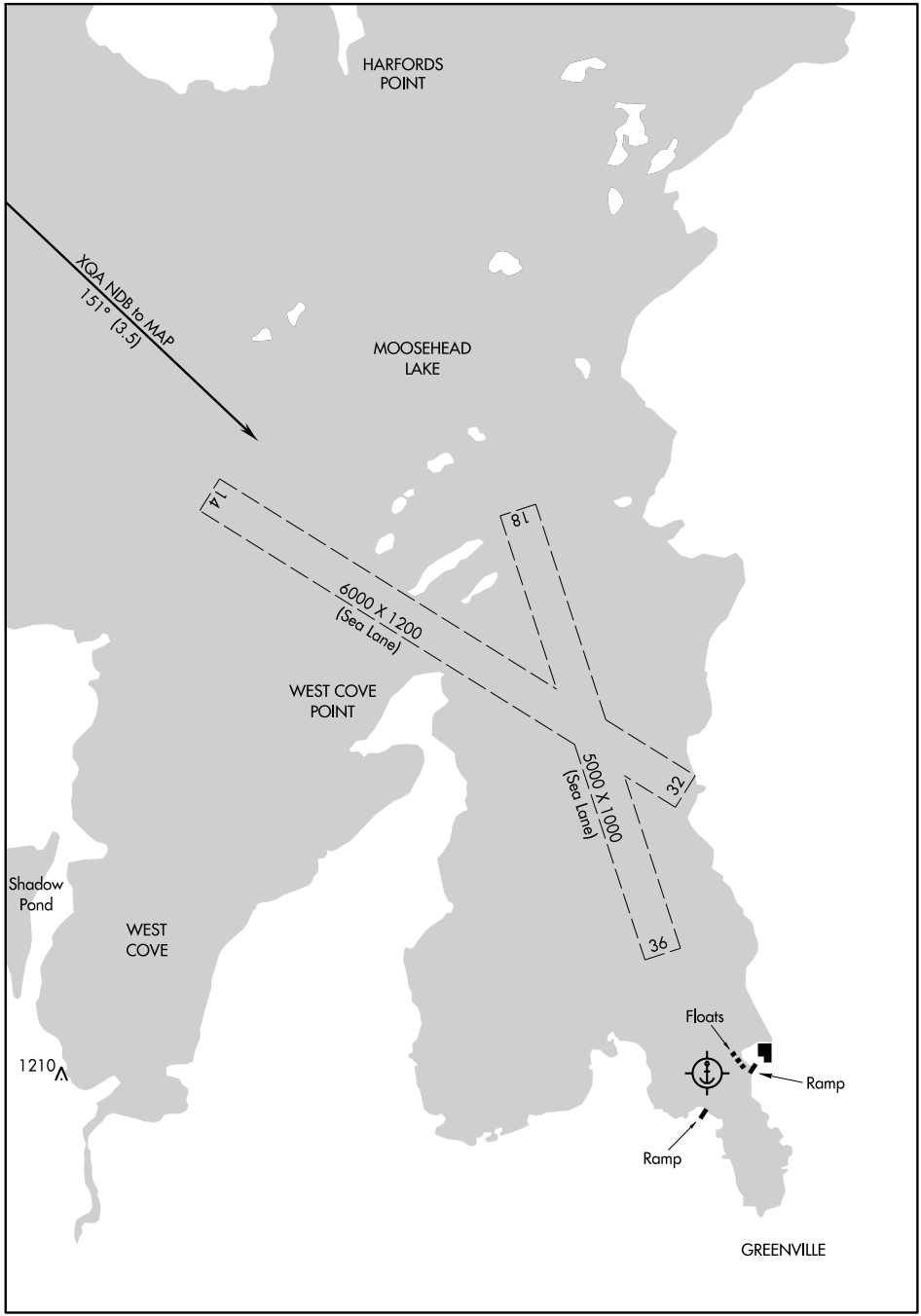
CATEGORY	A	B	C	D
CIRCLING	2380-1¼ 1352 (1400-1¼)	2380-1½ 1352 (1400-1½)	2380-3 1352 (1400-3)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB-A LANDING

AL-5935 (FAA)

GREENVILLE SEAPLANE BASE (52B)
GREENVILLE, MAINE



NE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
163°	TDZE	N/A
	Apt Elev	1028

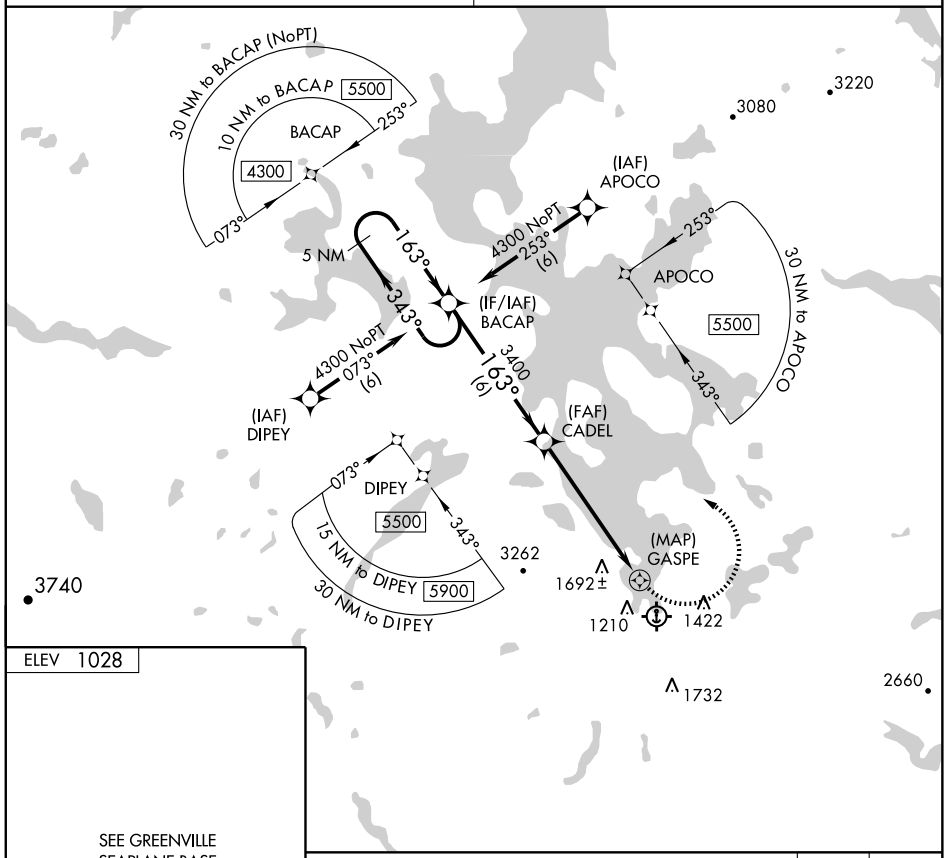
RNAV (GPS)-B
GREENVILLE SEAPLANE BASE (52B)

DME/DME RNP-0.3 NA. Procedure NA at night.
Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

NA

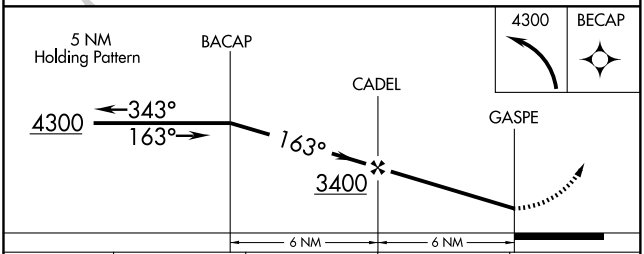
MISSED APPROACH: Climbing left turn to 4300 direct BACAP and hold.

BOSTON CENTER	CTAF
120.25 346.4	122.9



ELEV 1028

SEE GREENVILLE SEAPLANE BASE LANDING CHART



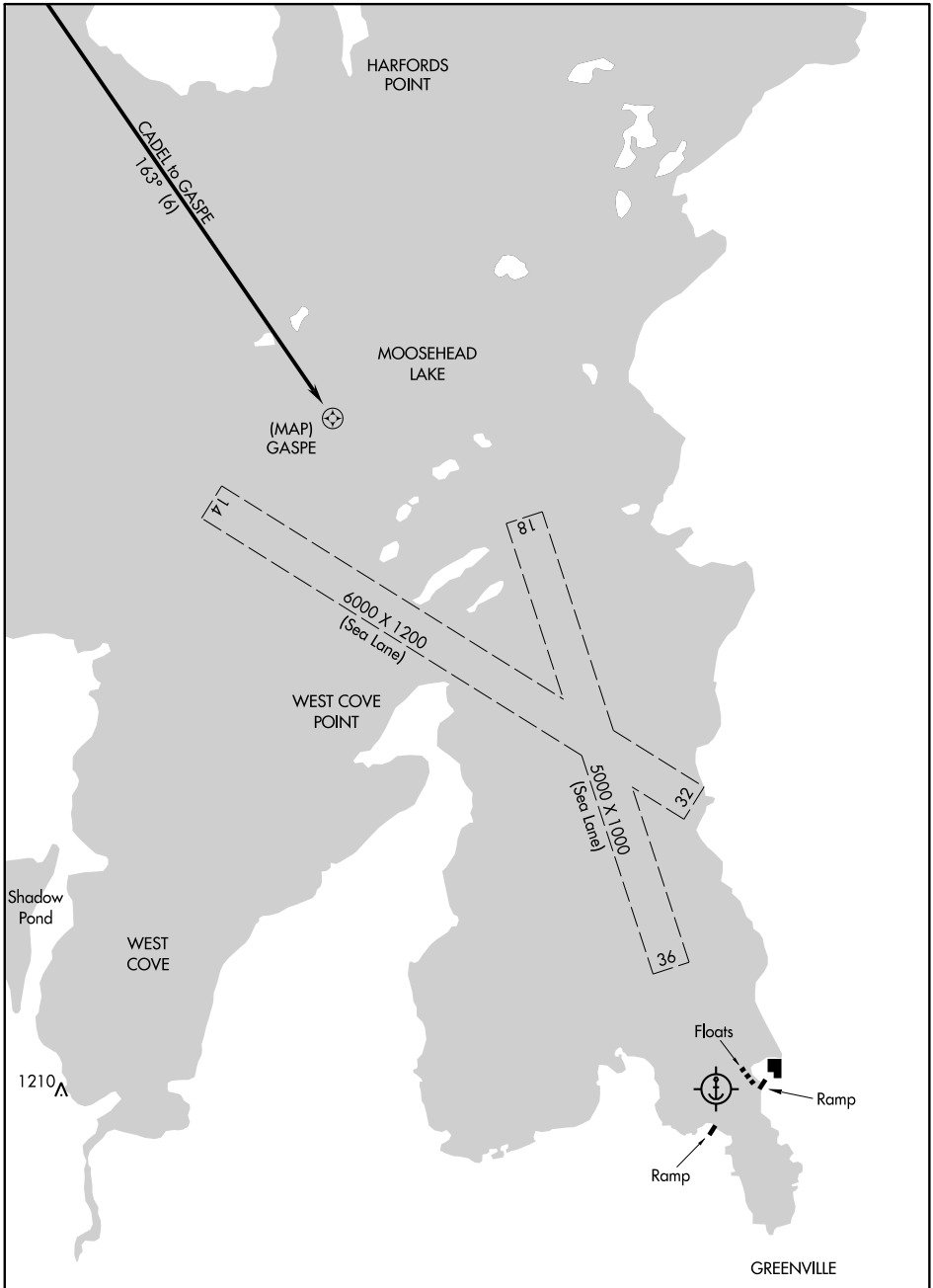
CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1112 (1200-1¼)	2280-1½ 1252 (1300-1½)	2280-3 1252 (1300-3)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS)-B LANDING

AL-5935 (FAA)

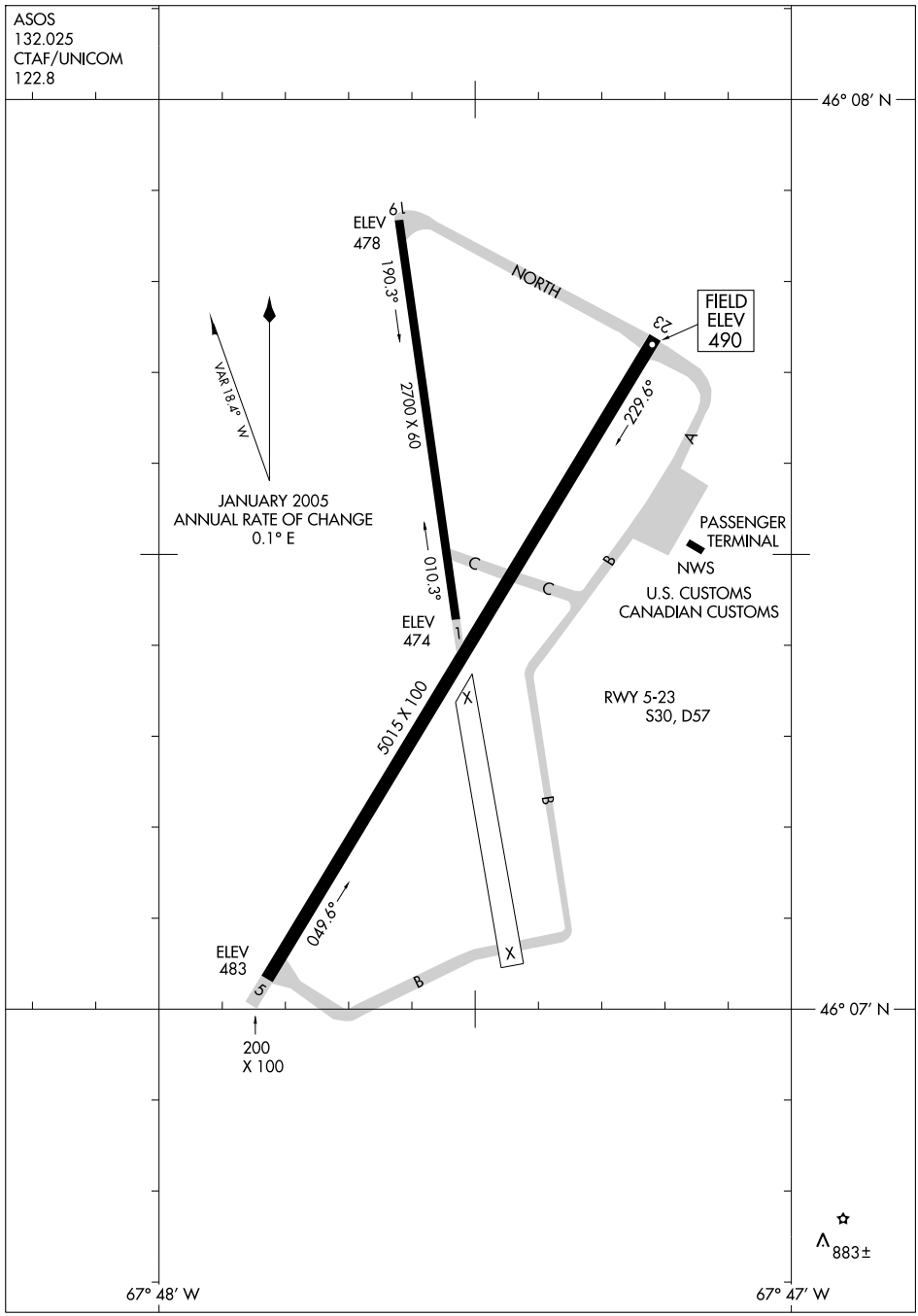
GREENVILLE SEAPLANE BASE (52B)
GREENVILLE, MAINE



AIRPORT DIAGRAM

AL-196 (FAA)

HOULTON INTL (HUL)
HOULTON, MAINE



NE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
170°	TDZE	N/A
	Apt Elev	489

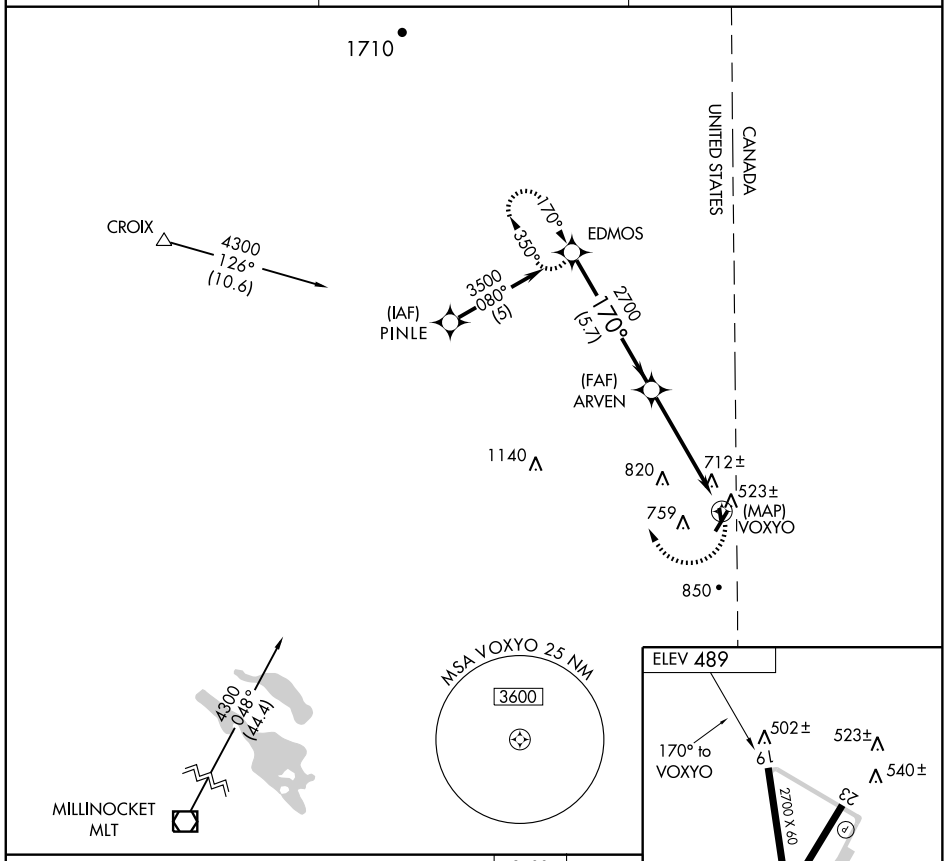
GPS-A
HOULTON INTL (HUL)

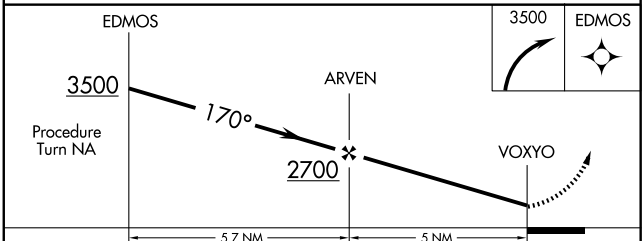
NA

Circling NA Southeast of Rwy 5/23.

MISSED APPROACH: Climbing right turn to 3500 direct EDMOS WP and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1080-1 591 (600-1)		1080-1½ 591 (600-1½)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

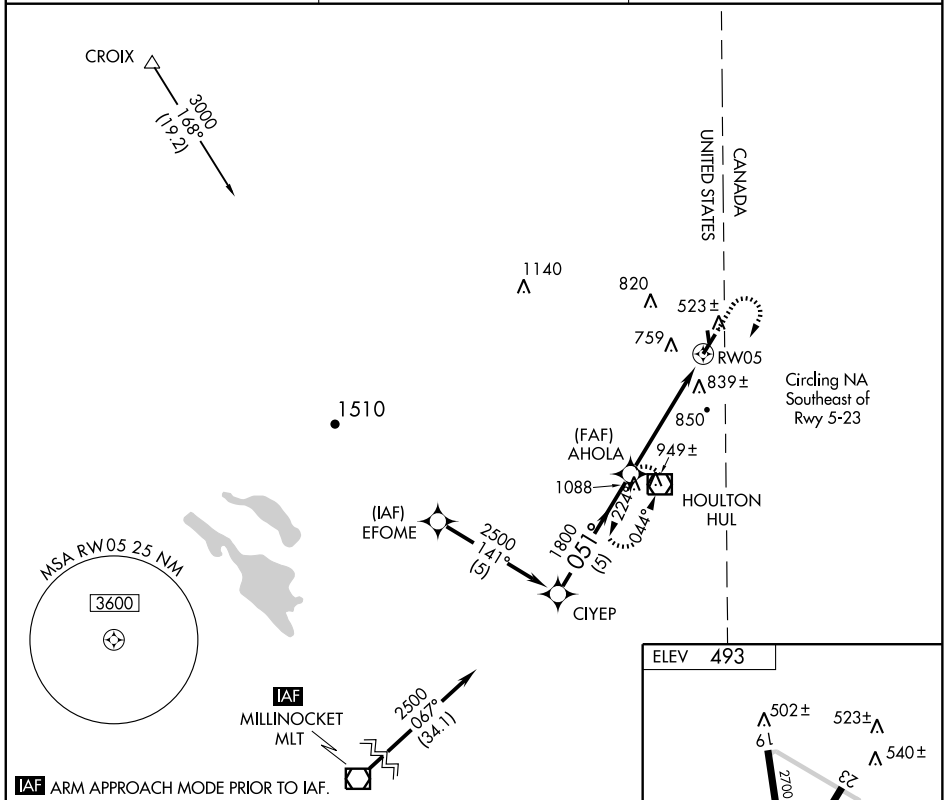
APP CRS	Rwy Idg	5015
051°	TDZE	493
	Apt Elev	493

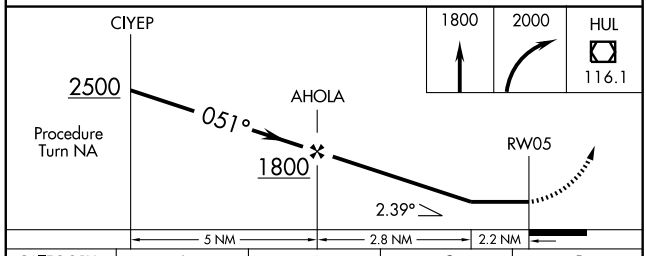
GPS RWY 5
HOULTON INTL (HUL)

NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 2000 direct HUL VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-5	1100-1	607 (700-1)	1100-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	607 (700-1)	1100-1¾ 607 (700-1¾)	NA

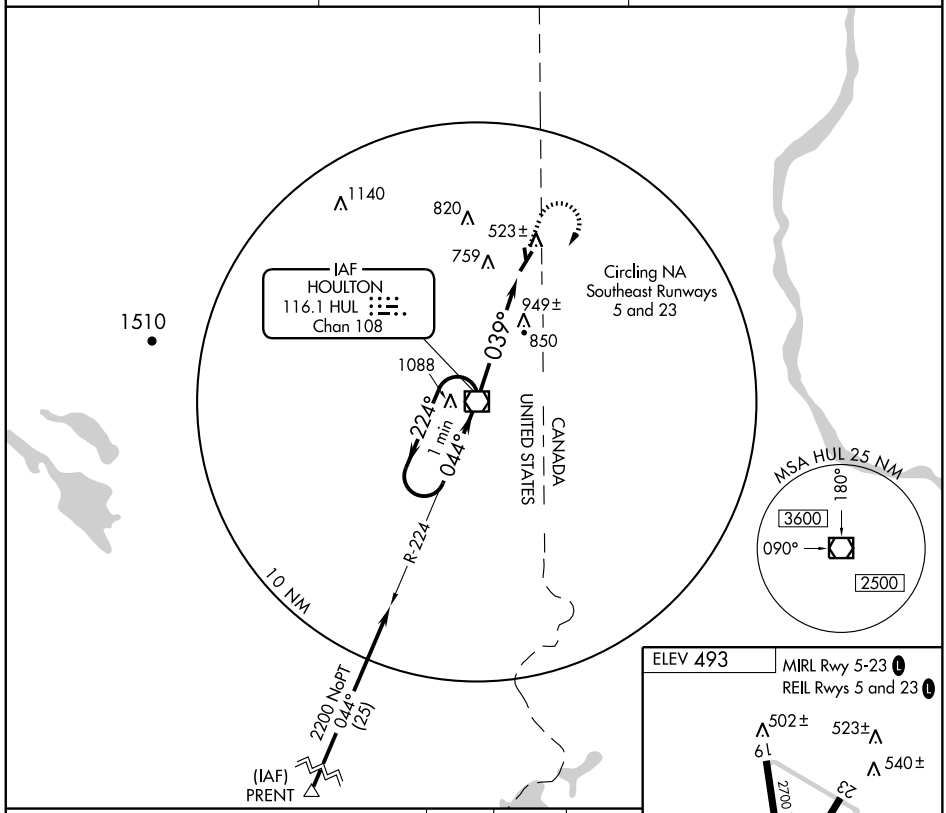
NE-1. 03 JUN 2010 to 01 JUL 2010

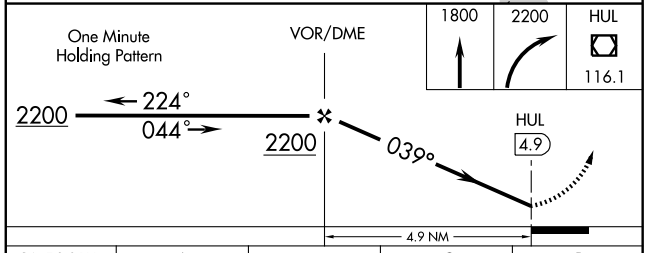
VOR/DME HUL	APP CRS	Rwy Idg	5015
116.1	039°	TDZE	493
Chan 108		Apt Elev	493

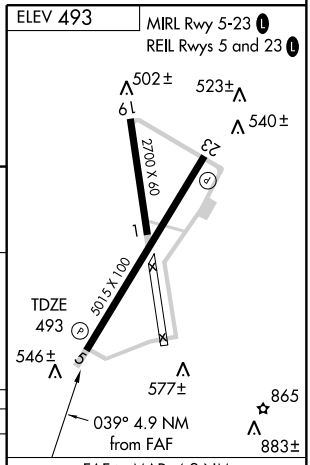
VOR RWY 5
HOULTON INTL (HUL)

MISSED APPROACH: Climb to 1800, then climbing right turn to 2200 direct HUL VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
132.025	120.25 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1200-1	707 (800-1)	1200-2 707 (800-2)	NA
CIRCLING	1200-1	707 (800-1)	1200-2 707 (800-2)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB LRG 216	APP CRS 182°	Rwy Idg 2804 TDZE 208 Apt Elev 208

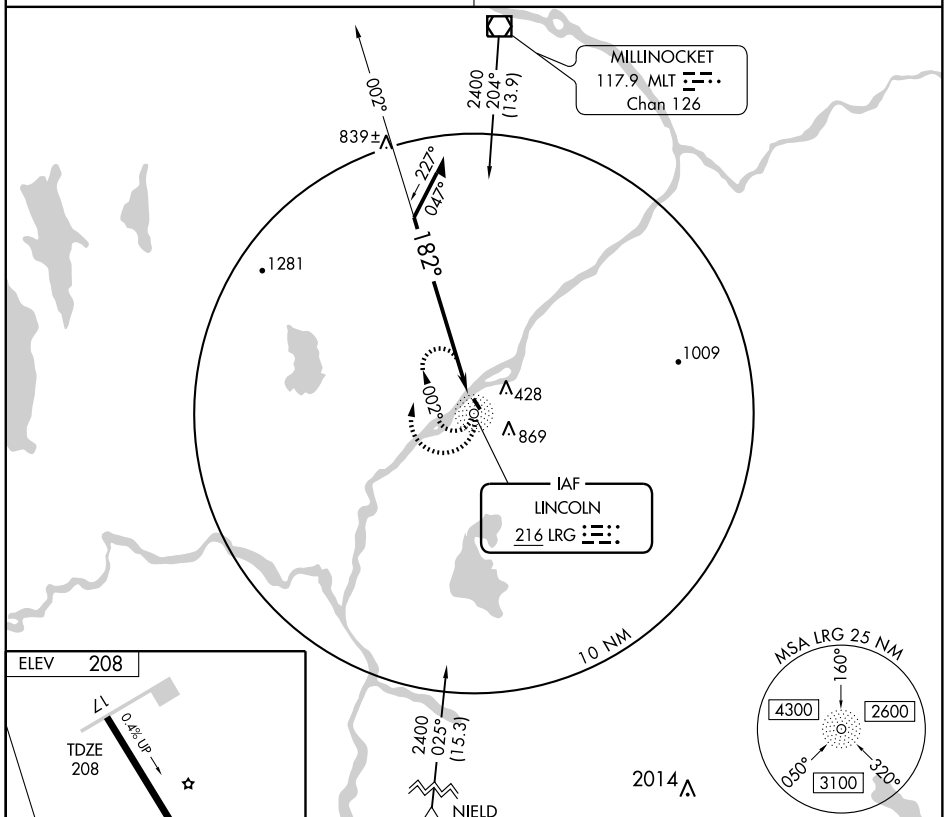
NDB RWY 17
LINCOLN RGNL (LRG)

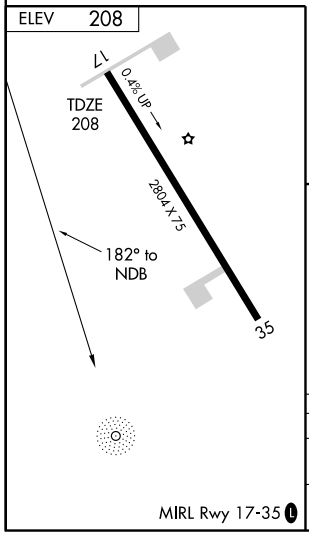
Visibility reduction by helicopters NA.
Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

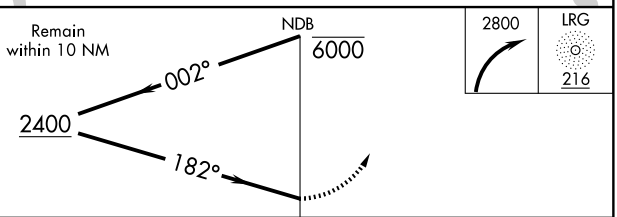
MISSED APPROACH: Climbing right turn to 2800 in LRG NDB holding pattern.

BOSTON CENTER
124.25 290.5

UNICOM
122.8 L (CTAF)







CATEGORY	A	B	C	D
S-17	1260-1¼ 1052 (1100-1¼)	1260-1½ 1052 (1100-1½)	NA	
CIRCLING	1260-1¼ 1052 (1100-1¼)	1260-1½ 1052 (1100-1½)	NA	

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2804
166°	TDZE	208
	Apt Elev	208

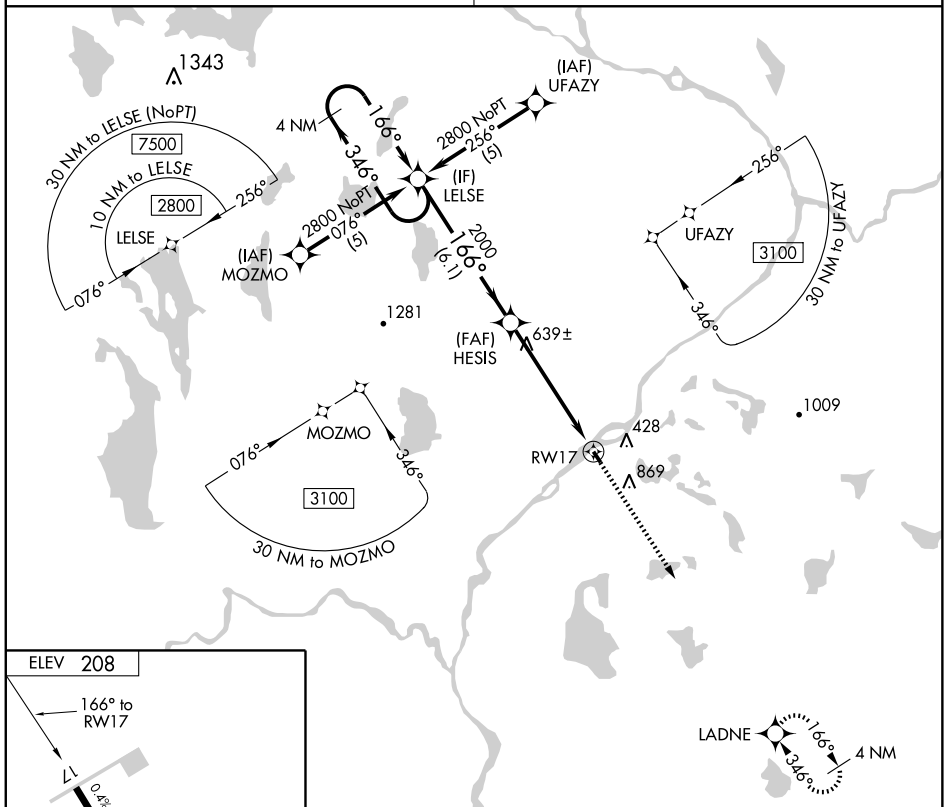
RNAV (GPS) RWY 17
LINCOLN RGNL (LRG)

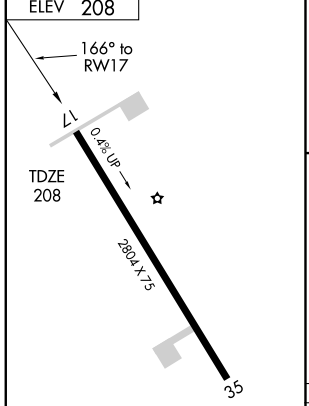
NA

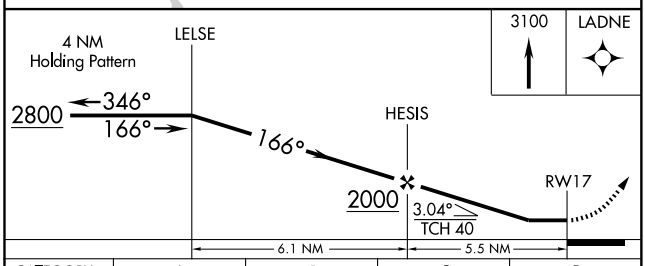
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket Muni altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct LADNE and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	980-1 722 (800-1)	980-1¼ 772 (800-1¼)	NA	
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

MIRL Rwy 17-35 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS		
346°	Rwy Idg	2804
	TDZE	208
	Apt Elev	208

RNAV (GPS) RWY 35
LINCOLN RGNL (LRG)

NA

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Millinocket altimeter setting; when no received, use Bangor Intl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2800 direct LELSE and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)

MILLINOCKET MLT

Procedure NA for arrivals on MLT VOR/DME airway radials 134 CW 236.

3100 to LADNE 186° (24)

4 NM 166° 346° LELSE

MSA RW35 25 NM 4300

1281

1009

428

RW35

869

Procedure NA for arrivals on PNN VOR/DME airway radials 261 CW 316.

1079±

(FAF) RAEGN

(IAF) PRINCETON PNN

2000 346° (6.1)

3100 NoPT 274° (29.9)

Procedure NA for arrivals at HOSEP via V471 southwest bound.

(IF/IAF) LADNE

166° 346° 4 NM

3100 NoPT 075° (21.2)

(IAF) HOSEP

2014

ELEV 208

17

0.4% UP

2804 X 75

TDZE 208

35

346° to RW35

MIRL Rwy 17-35 L

2800 LELSE

LADNE 4 NM Holding Pattern

RAEGN

166° 346° 3100

346°

RW35

3.05° TCH 40

2000

5.4 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1¼ 992 (1000-1¼)	1200-1½ 992 (1000-1½)	NA	
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME MLT 117.9 Chan 126	APP CRS 203°	Rwy Idg N/A TDZE N/A Apt Elev 208

VOR/DME-A
LINCOLN RGNL (LRG)

T
A NA — Use Millinocket altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2400 direct MLT VOR/DME and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 L (CTAF)

NoPT for arrival on MLT VORTAC airway radials 034 CW 097.

IF/IAF MILLINOCKET 117.9 MLT Chan 126

R-023
023° 1 min 203°
2300 203° (8.5)
METJO MLT 8.5
OMANY MLT 13.3
1343
1281
1009
579±
428
869
10 NM

MSA MLT 25 NM
180°
6500
090°
3100

ELEV 208
203° 4.8 NM from FAF
17
0.4% UP
2804 X 75
35
MIRL Rwy 17-35 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

2400 MLT 117.9

One Minute Holding Pattern
VOR/DME
METJO MLT 8.5
OMANY MLT 13.3
023°
203°
2400
203°
2300
4.8 NM
8.5 NM

CATEGORY	A	B	C	D
CIRCLING	1240-1¼ 1032 (1100-1¼)	1240-1½ 1032 (1100-1½)	NA	

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS		
356°	Rwy Idg	2909
	TDZE	96
	Apt Elev	96

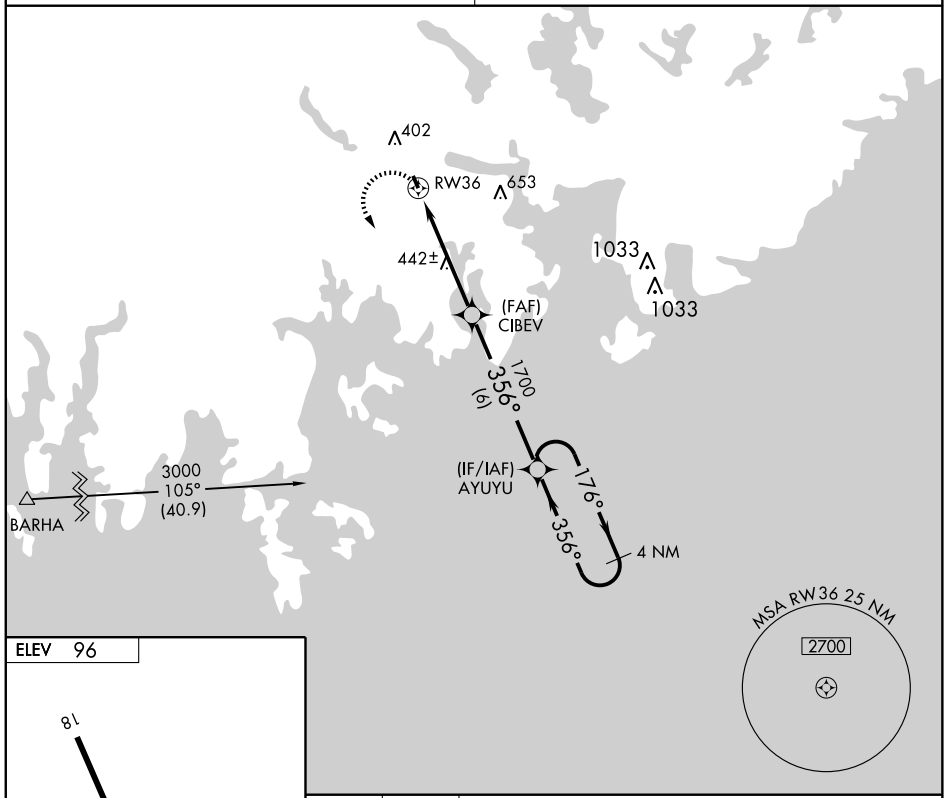
RNAV (GPS) RWY 36
MACHIAS VALLEY(MVM)

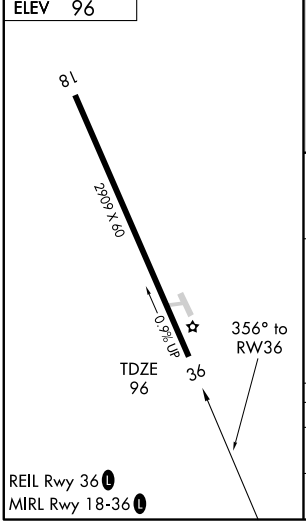
T
NA

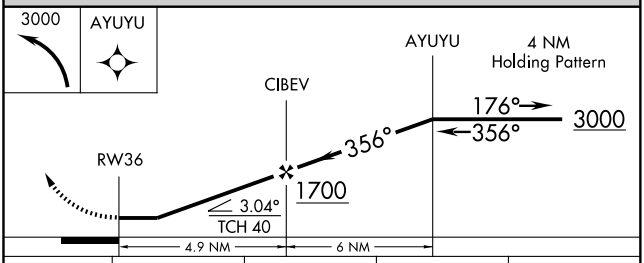
Circling NA at night to Rwy 18. DME/DME RNP-0.3 NA. Use Bar Harbor altimeter setting, if not received, use Bangor altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AYUYU and hold.

BOSTON CENTER	UNICOM
124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 844 (900-1)	940-1¼ 844 (900-1¼)	NA	
CIRCLING	1100-1¼ 1004 (1100-1¼)	1100-1½ 1004 (1100-1½)	NA	

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB LNT 344	APP CRS 287°	Rwy Idg 4713 TDZE 408 Apt Elev 408

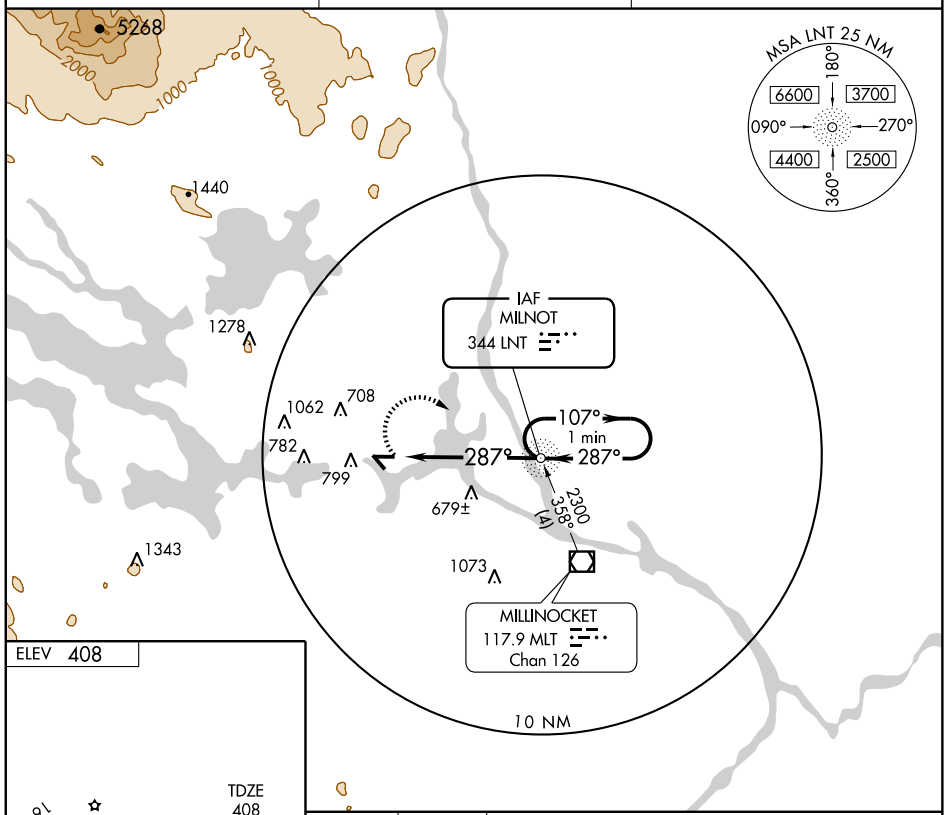
NDB RWY 29

MILLINOCKET MUNI (MLT)

NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 Cat C and D visibility ½ mile. Circling Cat B visibility ¼ mile and Circling Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

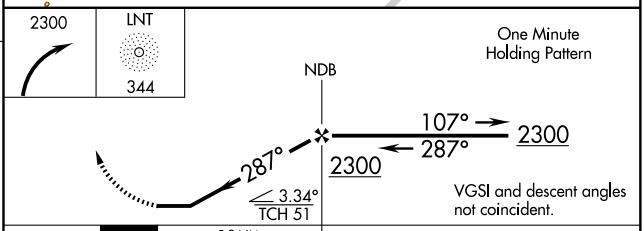
MISSED APPROACH: Climbing right turn to 2300 direct LNT NDB and hold.

ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L



REIL Rwy 11 L
MIRL Rwy 11-29 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-29	980-1 572 (600-1)		980-1½ 572 (600-1½)	980-1¾ 572 (600-1¾)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

NE-1. 03 JUN 2010 to 01 JUL 2010

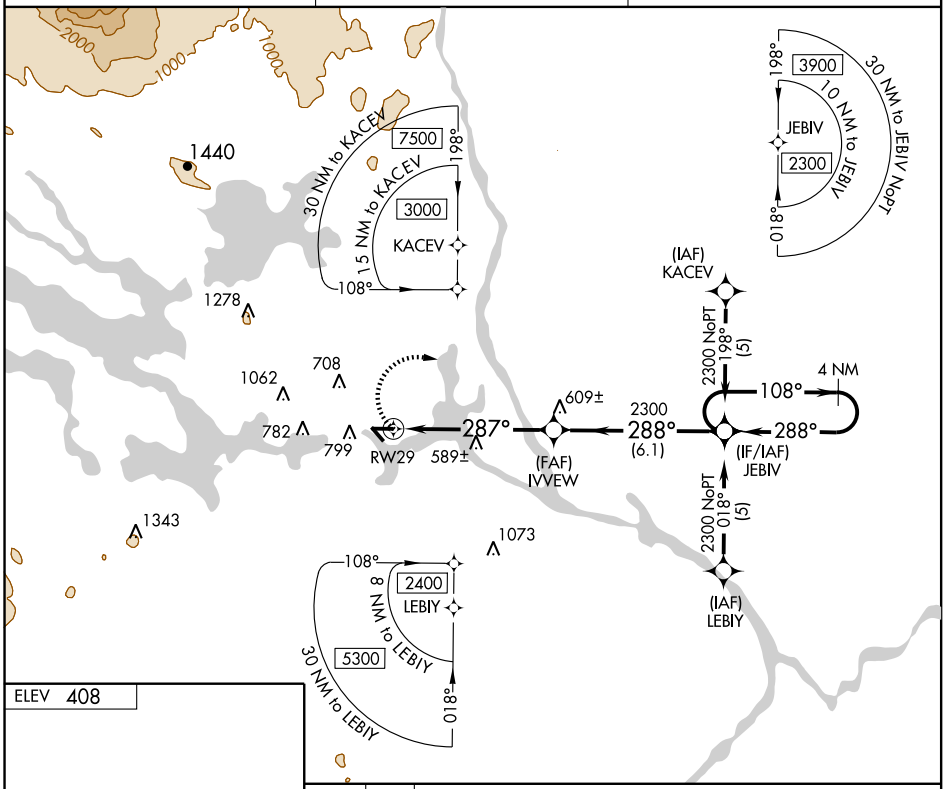
APP CRS	Rwy Idg	4713
287°	TDZE	408
	Apt Elev	408

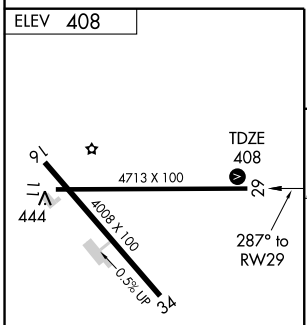
RNAV (GPS) RWY 29
MILLINOCKET MUNI (MLT)

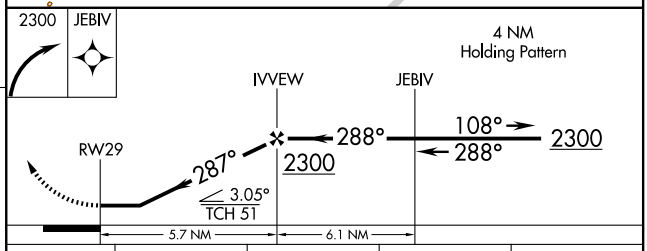
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visiblity ½ mile.
When VGSI Inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 2300 direct JEBIV and hold.

ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	880-1 472 (500-1)		880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

REIL Rwy 11 L
MIRL Rwy 11-29 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME MLT	APP CRS	Rwy Idg	4713
117.9	319°	TDZE	408
Chan 126		Apt Elev	408

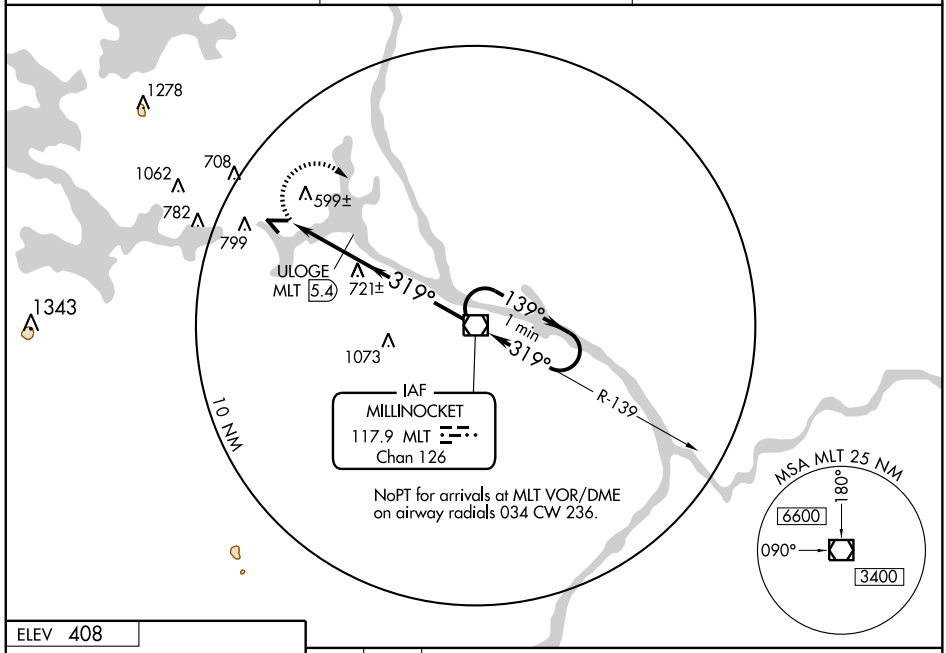
VOR RWY 29

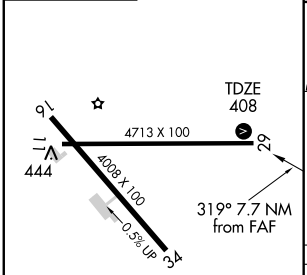
MILLINOCKET MUNI (MLT)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Houlton altimeter setting and increase all MDA 120 feet, increase S-29 and Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. ULOGE Fix Minimums: Increase S-29 Cat C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Cat C and D visibility ½ mile. When VGSI inop, Straight-in and Circling minimums to Rwy 29 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

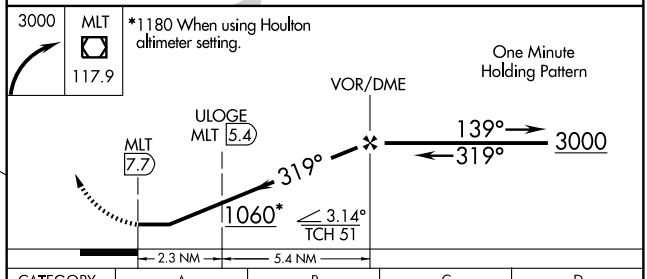
ASOS	BOSTON CENTER	UNICOM
135.225	120.25 346.4	122.8 (CTAF) L





REIL Rwy 11 L
MIRL Rwy 11-29 L

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34



CATEGORY	A	B	C	D
S-29	1060-1 652 (700-1)		1060-1¾ 652 (700-1¾)	1060-2 652 (700-2)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)
ULOGE FIX MINIMUMS				
S-29	880-1 472 (500-1)		880-1¼ 472 (500-1¼)	880-1½ 472 (500-1½)
CIRCLING	1100-1 692 (700-1)		1100-2 692 (700-2)	1100-2¼ 692 (700-2¼)

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3999
028°	TDZE	268
	Apt Elev	270

GPS RWY 3

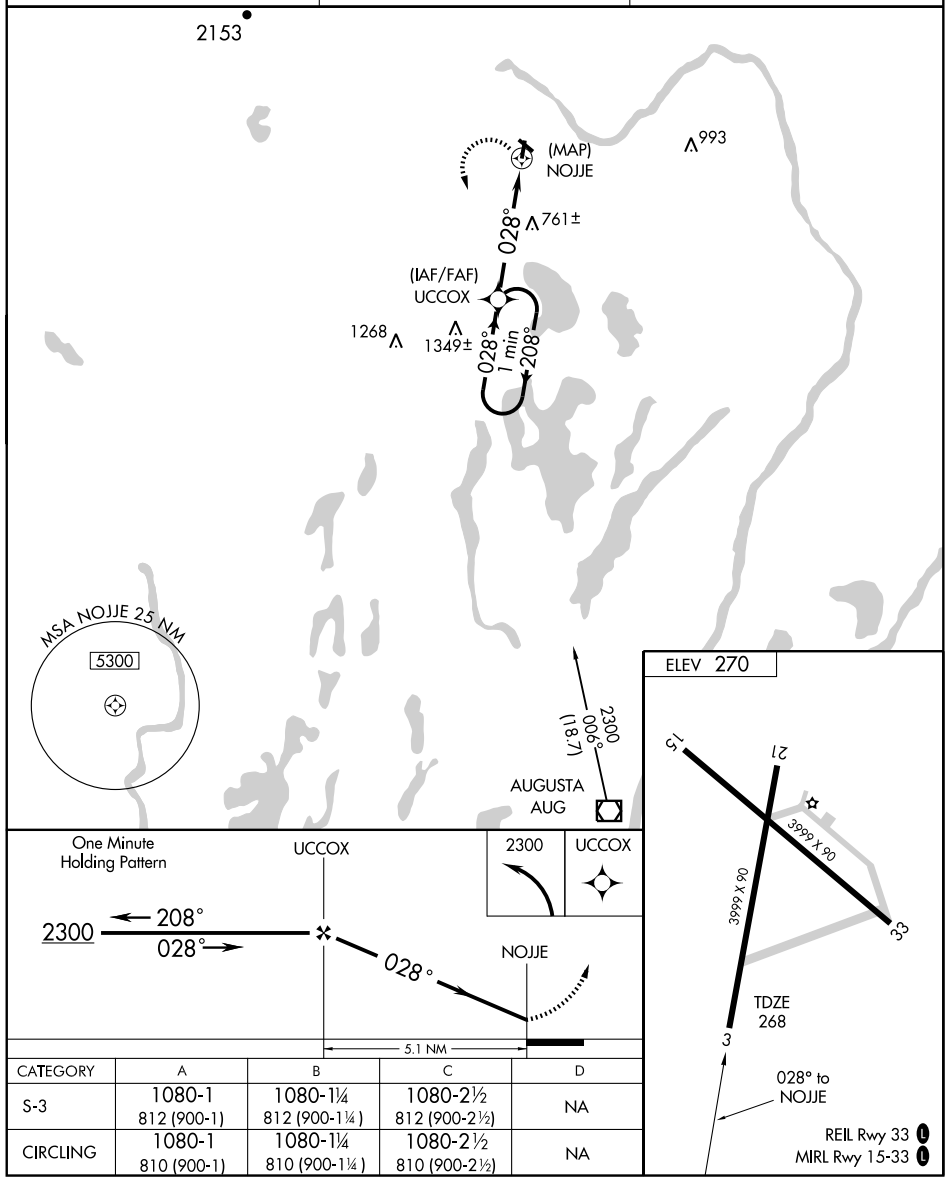
NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

Use Augusta State altimeter setting.
Straight-in minimums not authorized at night.

NA

MISSED APPROACH: Climbing left turn to 2300 direct UCCOX WP and hold.

ASOS	PORTLAND APP CON ★	UNICOM
122.8	128.35 299.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3999
148°	TDZE	269
	Apt Elev	270

GPS RWY 15

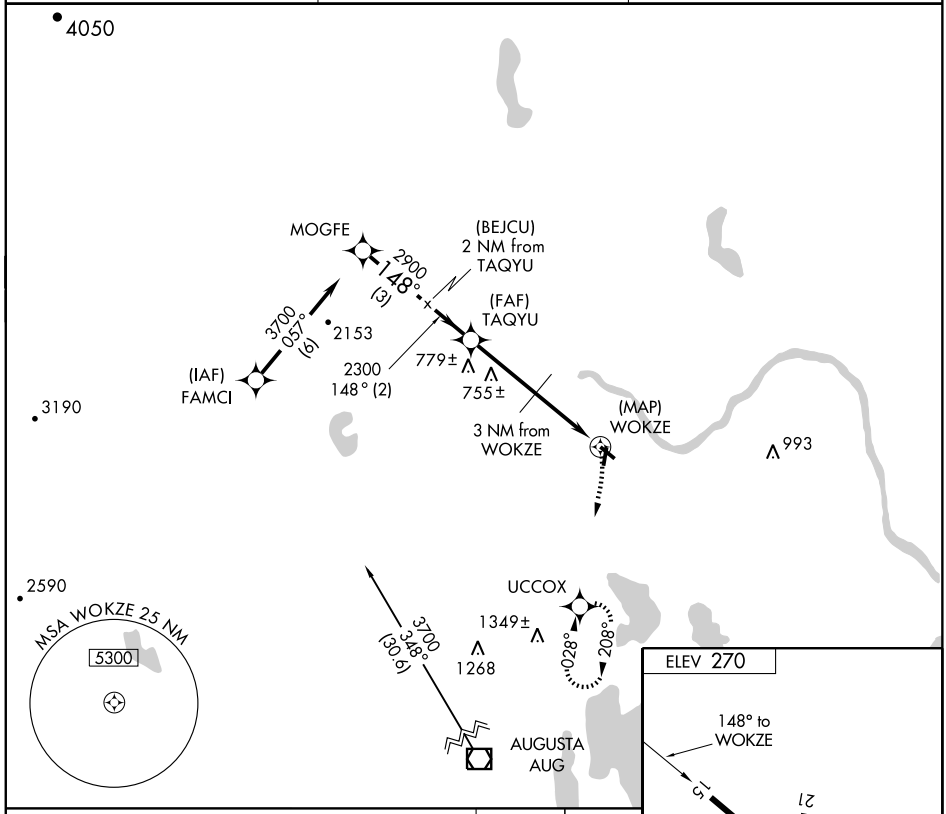
NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

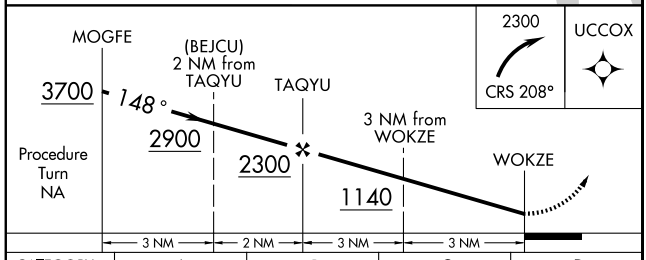
NA

Use Augusta State altimeter setting.

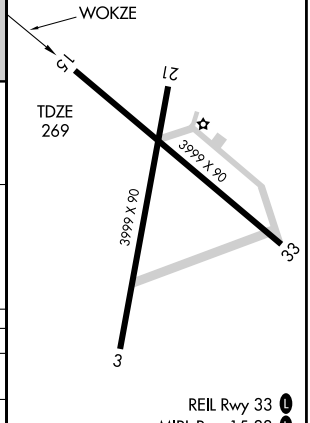
MISSED APPROACH: Climbing right turn to 2300 via 208° course to UCCOX WP and hold.

ASOS	PORTLAND APP CON ★	UNICOM
122.8	128.35 299.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	900-1 631 (700-1)		900-1¾ 631 (700-1¾)	NA
CIRCLING	900-1 630 (700-1)	920-1 650 (700-1)	1040-2¼ 770 (800-2¼)	NA



REIL Rwy 33 L
MIRL Rwy 15-33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME AUG	APP CRS	Rwy Idg	3999
111.4	010°	TDZE	268
Chan 51		Apt Elev	270

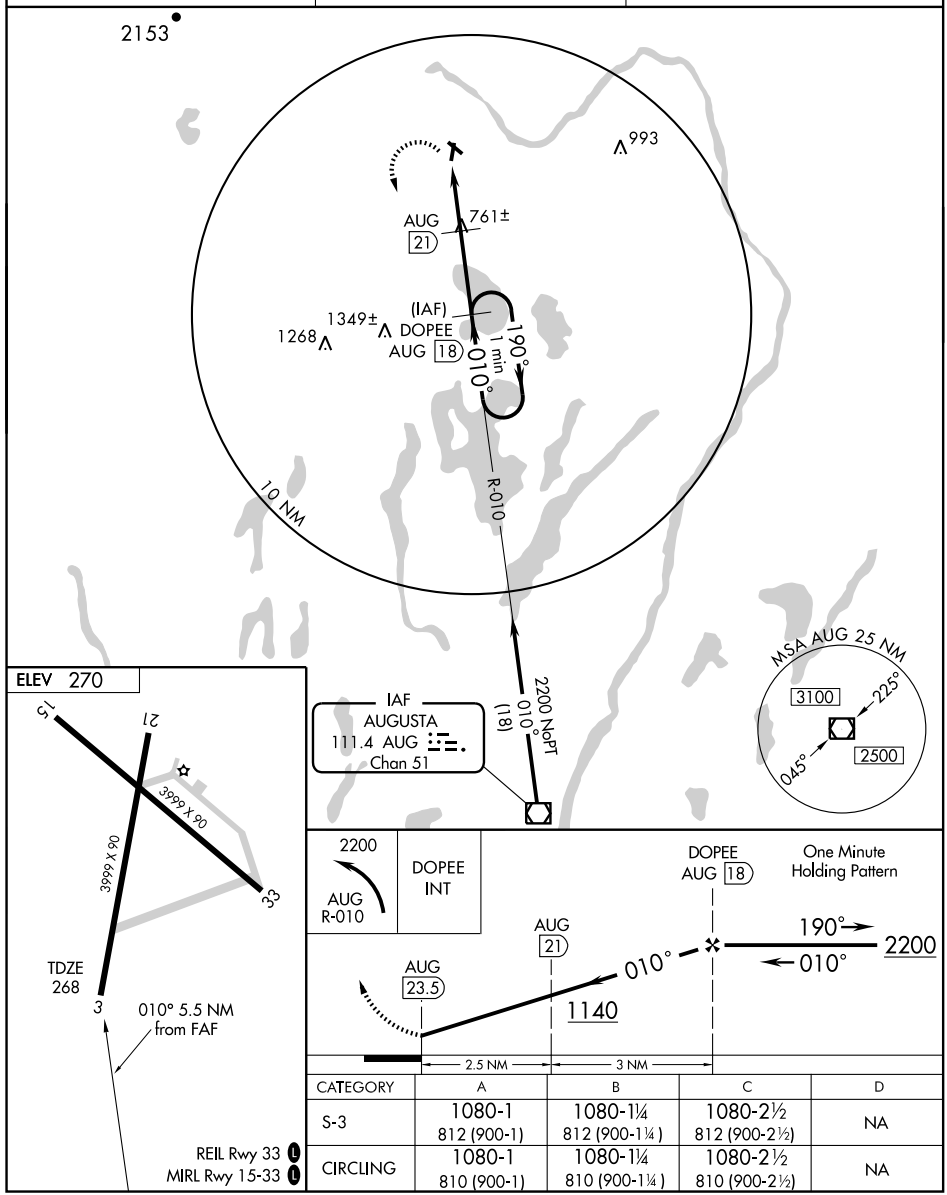
VOR/DME RWY 3

NORRIDGEWOCK / CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

Use Augusta State altimeter setting.
Straight-in minimums not authorized at night.

MISSED APPROACH: Climbing left turn to 2200 via AUG R-010 to DOPEE/18 DME and hold.

ASOS	PORTLAND APP CON ★	UNICOM
122.8	128.35 299.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

NE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3998
115°	TDZE	126
	Apt Elev	127

GPS RWY 12

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

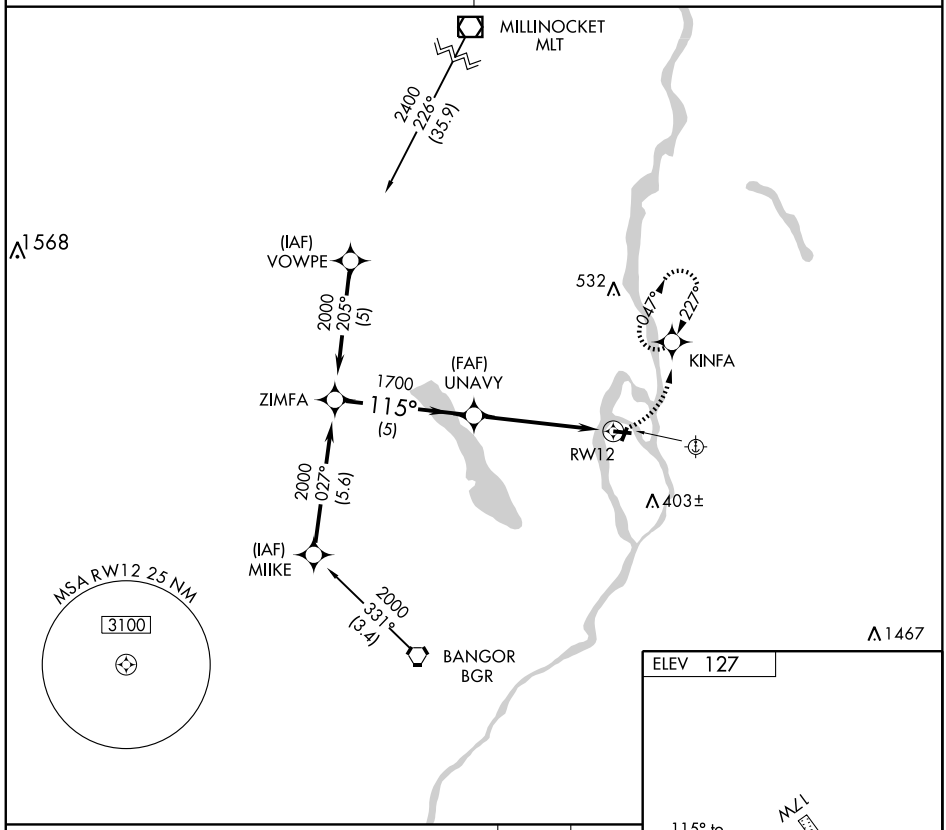
NA

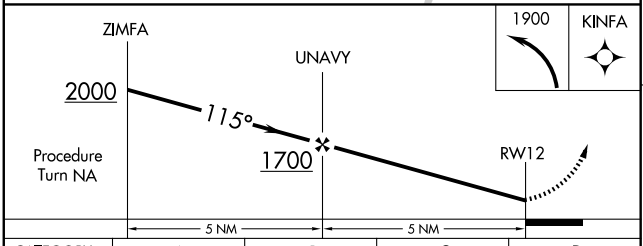
Use Bangor Intl atimeter setting.

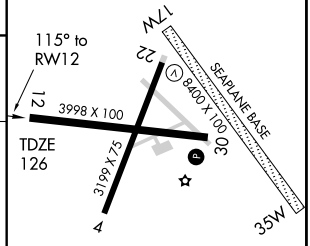
MISSED APPROACH: Climbing left turn to 1900 direct KINFA WP and hold.

BANGOR APP CON
124.5 251.125

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	640-1 514 (600-1)		640-1½ 514 (600-1½)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3998
296°	TDZE	126
	Apt Elev	127

GPS RWY 30

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

NA

Use Bangor Intl atimeter setting.

MISSED APPROACH: Climbing right turn to 1900 direct KINFA WP and hold.

BANGOR APP CON
124.5 251.125

UNICOM
122.8 (CTAF) L

MILLINOCKET
MLT
2014
3000
161°
(34.5)
532
047°
227°
KINFA
(IAF)
OBEVE
2500
206°
(5)
RW30
1700
296°
(5)
TIGSE
(FAF)
SUMAW
403±
2500
026°
(5)
(IAF)
KOXWA
1467
MSA RW30 25 NM
3100
1329
3100
001°
(9.1)
SURRY
BH

ELEV 127

296° to
RW30

17W
22
12
3998 X 100
8400 X 100
SEAPLANE BASE
30
3199 X 75
4
TDZE
126
35W

1900
KINFA
SUMAW
TIGSE
RW30
1700
296°
2500
Procedure
Turn NA
5 NM
5 NM

CATEGORY	A	B	C	D
S-30	620-1 494 (500-1)		620-1¼ 494 (500-1¼)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB OLD	APP CRS	Rwy Idg	3199
272	227°	TDZE	126
		Apt Elev	127

NDB or GPS RWY 22

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

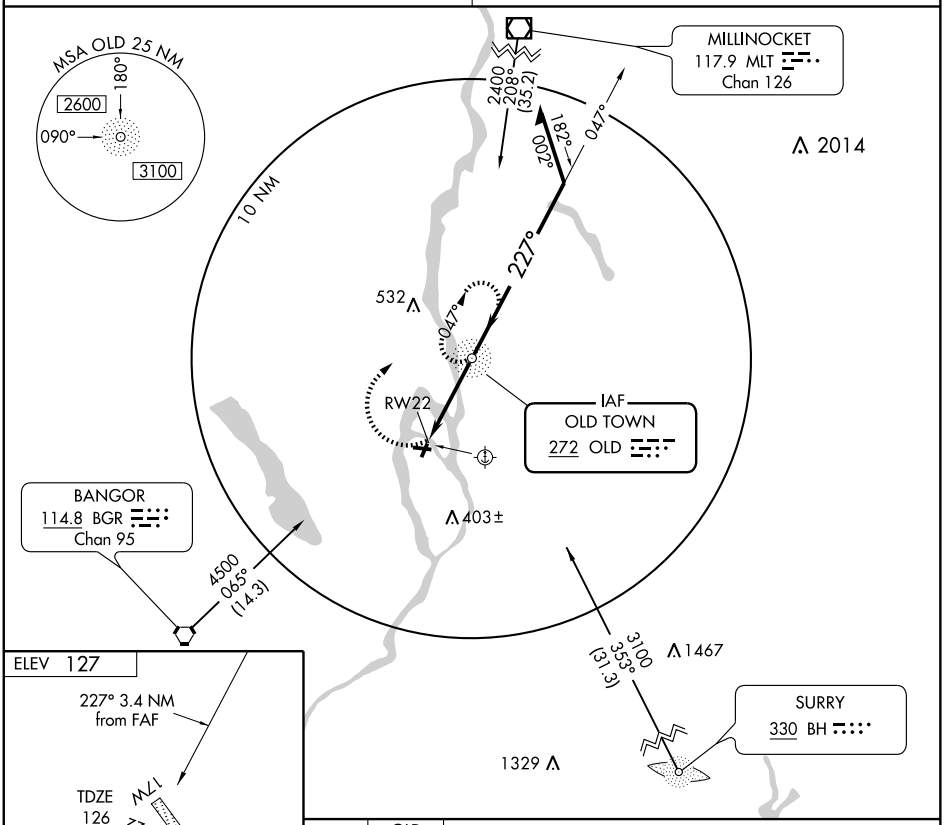
NA

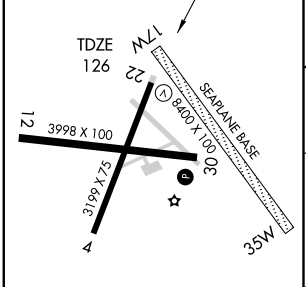
Use Bangor Intl atimeter setting.

MISSED APPROACH: Climbing right turn to 1900 direct OLD NDB and hold.

BANGOR APP CON
124.5 251.125

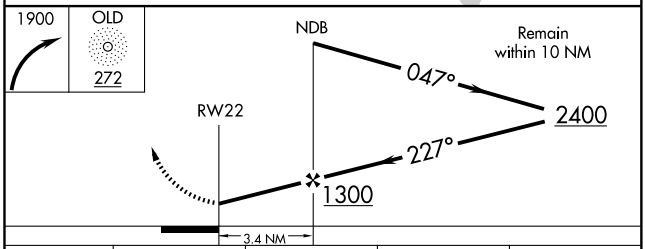
UNICOM
122.8 (CTAF) L





REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08



CATEGORY	A	B	C	D
S-22	660-1 534 (600-1)		660-1½ 534 (600-1½)	NA
CIRCLING	660-1 533 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

VORTAC BGR 114.8 Chan 95	APP CRS 249°	Rwy Idg 3199 TDZE 126 Apt Elev 127

VOR/DME RWY 22

OLD TOWN/ DEWITT FIELD OLD TOWN MUNI (OLD)

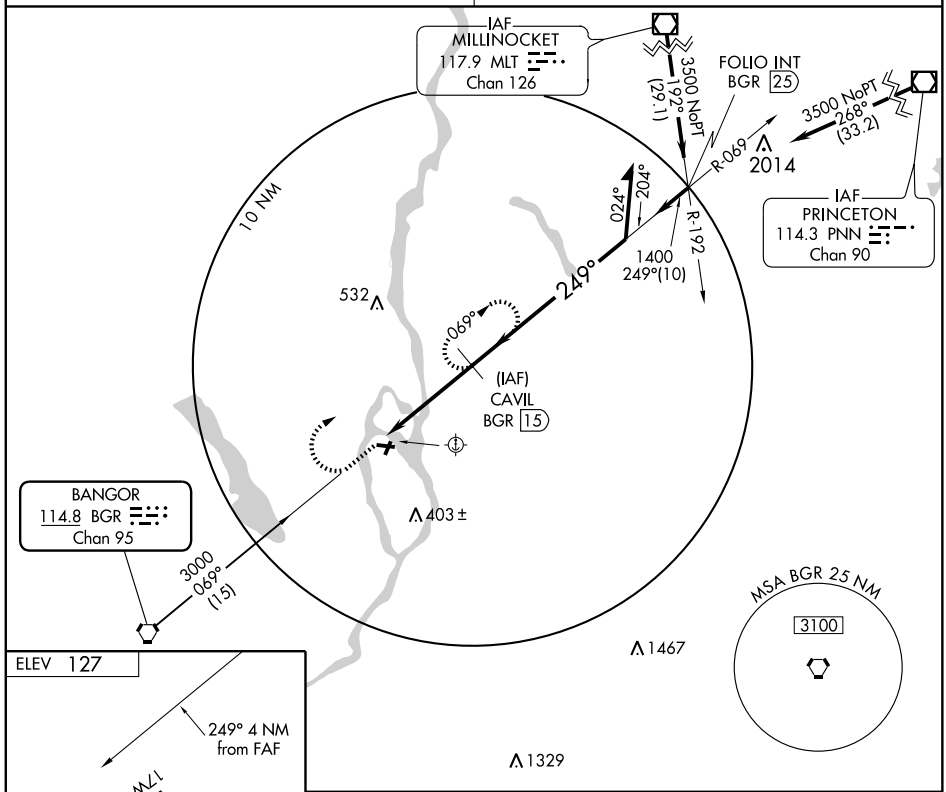
NA

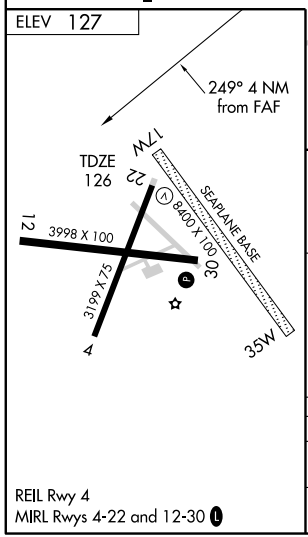
Use Bangor Intl atimeter setting.

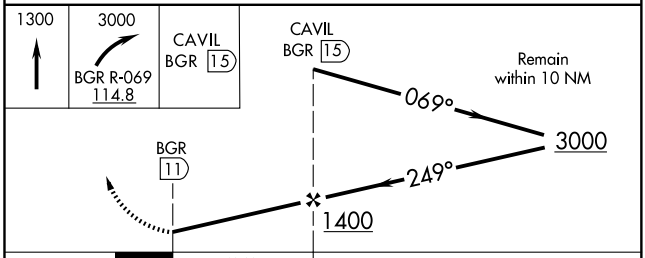
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BGR R-069 to CAVIL 15 DME and hold.

BANGOR APP CON
124.5 251.125

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	600-1 474 (500-1)		600-1¼ 474 (500-1¼)	NA
CIRCLING	640-1 513 (600-1)	700-1 573 (600-1)	800-2 673 (700-2)	NA

REIL Rwy 4
MIRL Rwys 4-22 and 12-30 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2997
329°	TDZE	346
	Apt Elev	346

GPS RWY 33
OXFORD COUNTY RGNL (81B)

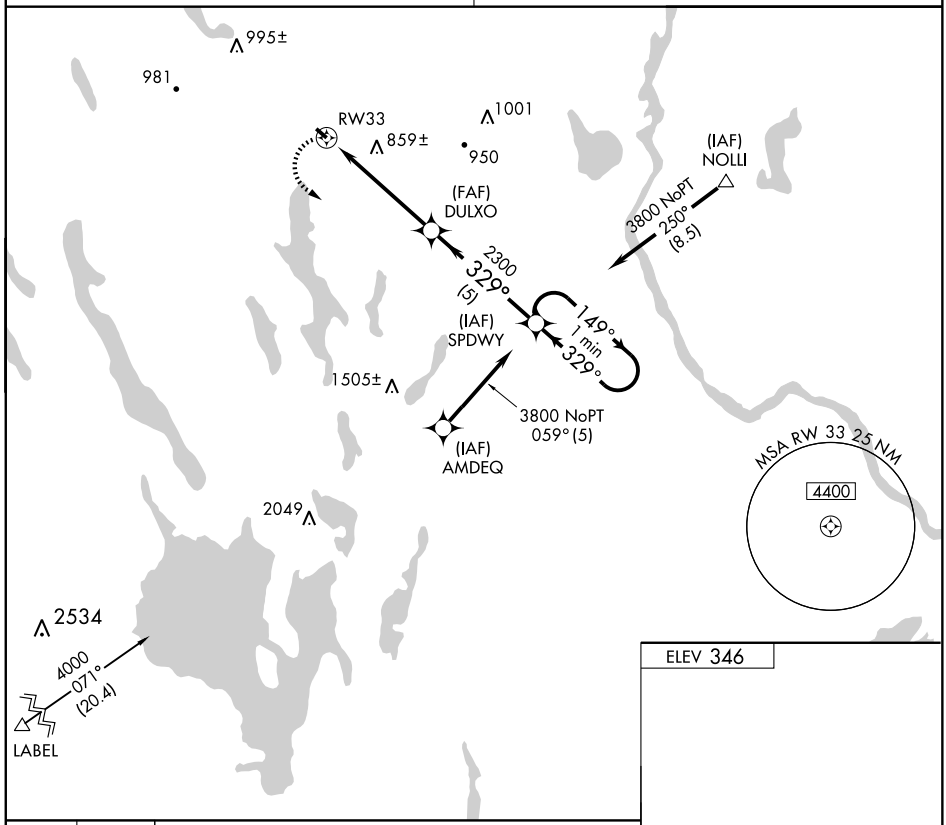
NA

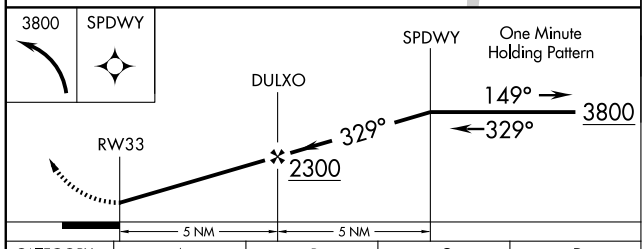
Use Auburn-Lewiston altimeter setting.

MISSED APPROACH: Climbing left turn to 3800 direct SPDWY WP and hold.

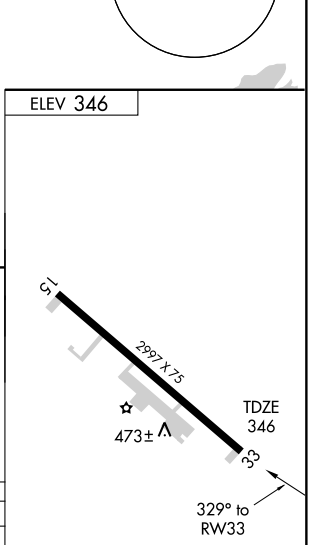
PORTLAND APP CON ★
125.5 353.9

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-33	1120-1 774 (800-1)	1120-1¼ 774 (800-1¼)	NA	
CIRCLING	1180-1 834 (900-1)	1180-1¼ 834 (900-1¼)	NA	



MIRL Rwy 15-33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB RWY 36

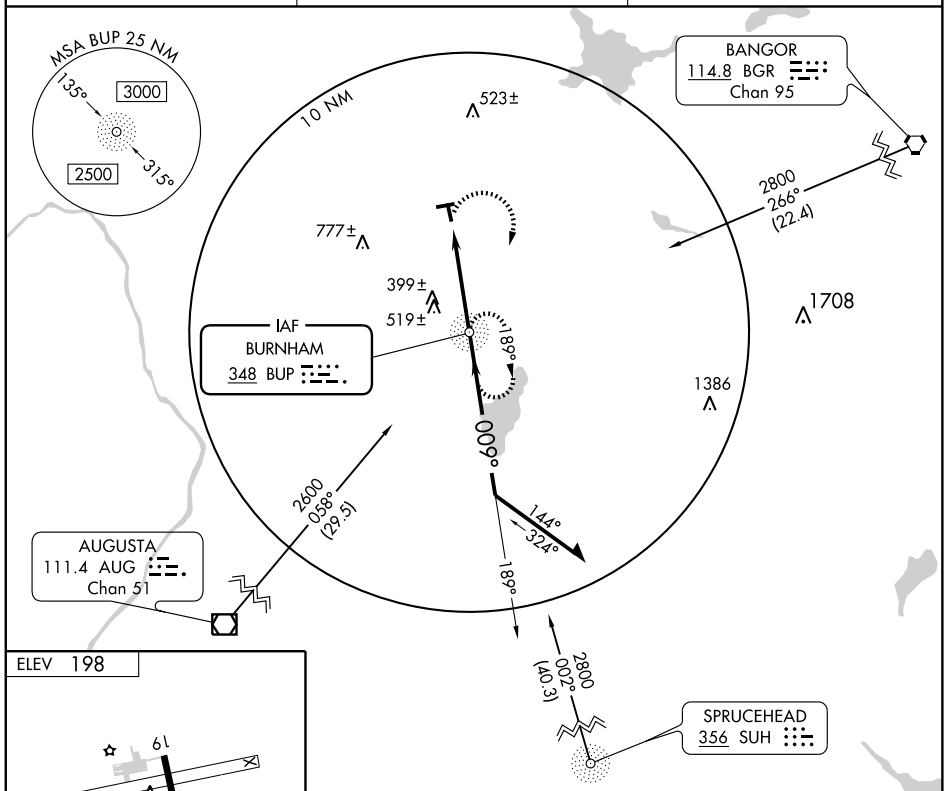
PITTSFIELD MUNI (2B7)

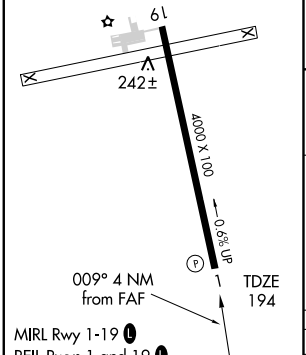
NDB BUP	APP CRS	Rwy Idg	4000
348	009°	TDZE	194
		Apt Elev	198

NA — Use Bangor altimeter setting; when not received procedure NA.

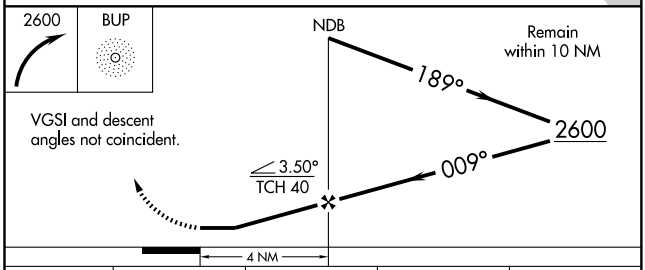
MISSED APPROACH: Climbing right turn to 2600 direct BUP NDB and hold, continue climb-in-hold to 2600.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-36	760-1	566 (600-1)	760-1½ 566 (600-1½)	NA
CIRCLING	800-1	602 (700-1)	800-1¾ 602 (700-1¾)	NA

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
184°	TDZE	198
	Apt Elev	198

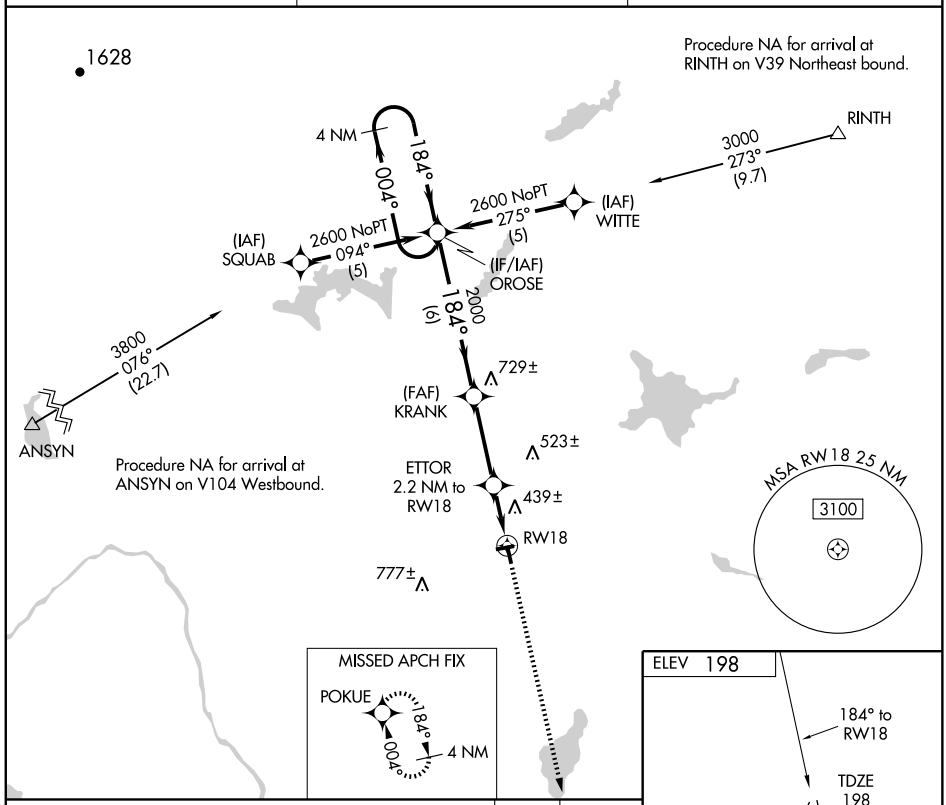
RNAV (GPS) RWY 18

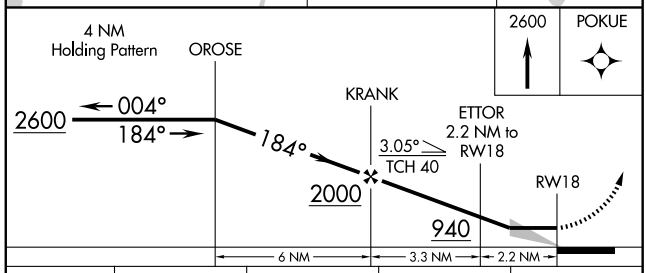
PITTSFIELD MUNI (2B7)

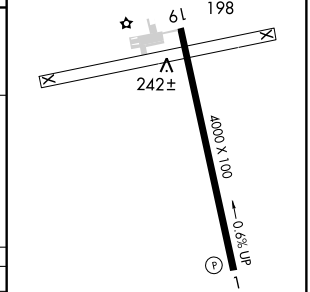
DME/DME RNP-0.3 NA.
Use Bangor altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 2600 direct POKUE and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1	562 (600-1)	760-1½ 562 (600-1½)	NA
CIRCLING	800-1	602 (700-1)	800-1¾ 602 (700-1¾)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NE-1. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 36

PITTSFIELD MUNI (2B7)

APP CRS	Rwy ldg	4000
004°	TDZE	194
	Apt Elev	198

DME/DME RNP-0.3 NA.
Use Bangor altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 2600 direct OROSE and hold.

BANGOR ASOS	BANGOR APP CON	UNICOM
127.75	118.925 239.3	122.8 (CTAF) L

MISSED APCH FIX

4 NM 184° 004° OROSE

523±

Procedure NA for arrivals at BGR VORTAC on V93 Northeast bound and V104 Eastbound.

RW36

777±

329±

CUPEG 2 NM to RW36

BANGOR BGR

1708

3000 240° (20.4)

1386

(FAF) TIPKE

2000 004° (6)

MSA RW36 25 NM

3100

(IAF) HEVKO

2600 NoPT 094° (5)

2600 NoPT 275° (5)

(IAF) TOVYA

3000 065° (21.3)

(IF/IAF) POKUE

184° 004°

4 NM

AUGUSTA AUG

Procedure NA for arrivals at AUG VOR/DME on V39 Southwest bound.

ELEV 198

61

242±

4000 X 100

0.6% UP

P

1

TDZE 194

004° to RW36

MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L

2600 OROSE

4 NM Holding Pattern

POKUE

TIPKE

CUPEG 2 NM to RW36

3.05° TCH 40

184° 004° 2600

004°

RW36

2000

860

2 NM 3.5 NM 6 NM

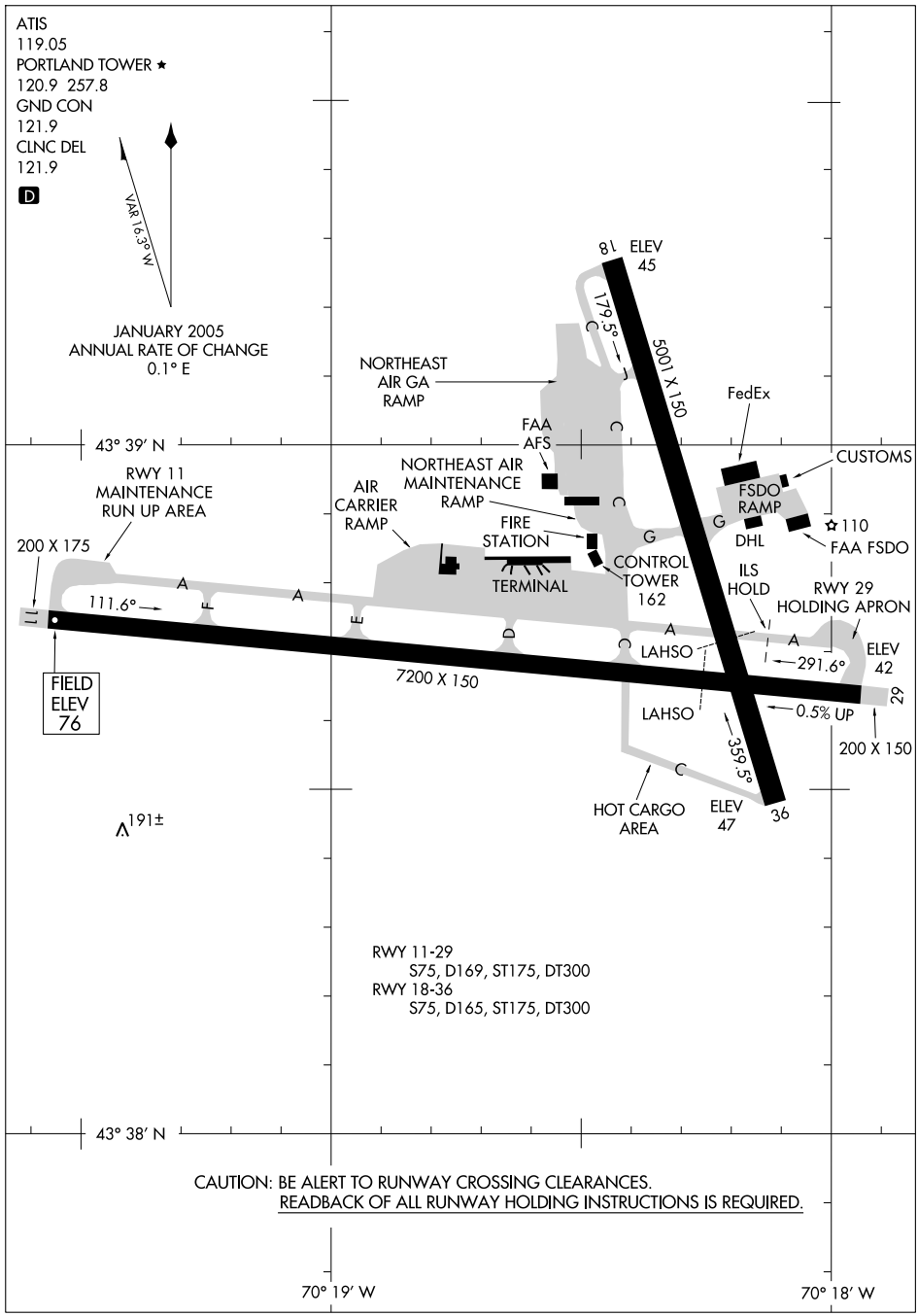
CATEGORY	A	B	C	D
LNAV MDA	640-1 446 (500-1)		640-1¼ 446 (500-1¼)	NA
CIRCLING	800-1 602 (700-1)		800-1¾ 602 (700-1¾)	NA

09015

AIRPORT DIAGRAM

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE



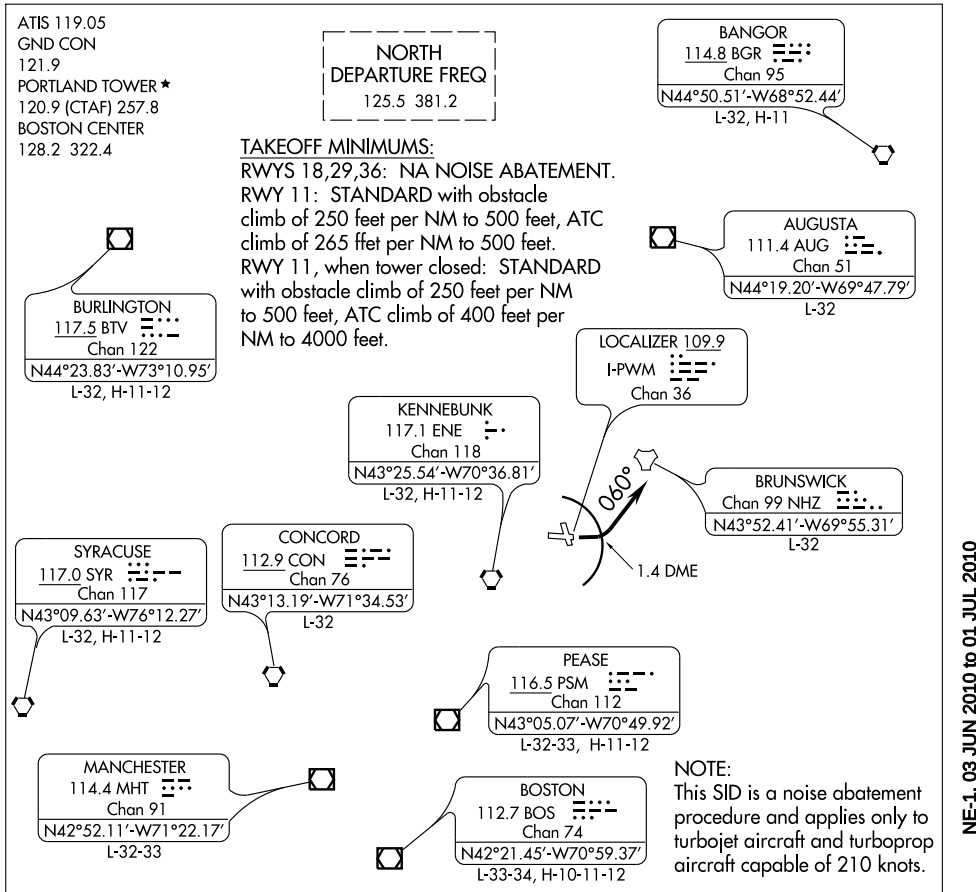
NE-1, 03 JUN 2010 to 01 JUL 2010

CASCO THREE DEPARTURE

ATIS 119.05
GND CON
121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8
BOSTON CENTER
128.2 322.4

NORTH
DEPARTURE FREQ
125.5 381.2

TAKEOFF MINIMUMS:
RWYS 18,29,36: NA NOISE ABATEMENT.
RWY 11: STANDARD with obstacle climb of 250 feet per NM to 500 feet, ATC climb of 265 ffet per NM to 500 feet.
RWY 11, when tower closed: STANDARD with obstacle climb of 250 feet per NM to 500 feet, ATC climb of 400 feet per NM to 4000 feet.



NOTE:
This SID is a noise abatement procedure and applies only to turbojet aircraft and turboprop aircraft capable of 210 knots.

TAKE-OFF OBSTACLES:
Rwy 11: Trees 1,024' from DER, 721' right of centerline, 39'AGL/78'MSL.
Bldg 6162' from DER, 1492' left of centerline, 25'AGL/224'MSL.
Trees 1 NM from DER, 1744' left of centerline, 46'AGL/245'MSL
Trees 1 NM from DER, 2043' left of centerline, 31'AGL/230'MSL.
Trees 1.1 NM from DER, 1508' left of centerline, 31'AGL/231'MSL.
Trees 1.2 NM from DER, 1471' left of centerline 63'AGL/232'MSL.

NOTE:
All aircraft must be DME equipped.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via heading 112° to I-PWM 1.4 DME, then turn left heading 060° maintain 3000 feet (5000 feet when tower closed, contact Boston Center). Expect vectors to filed route or depicted NAVAID. Expect further clearance to requested altitide/flight level 5 minutes after departure.

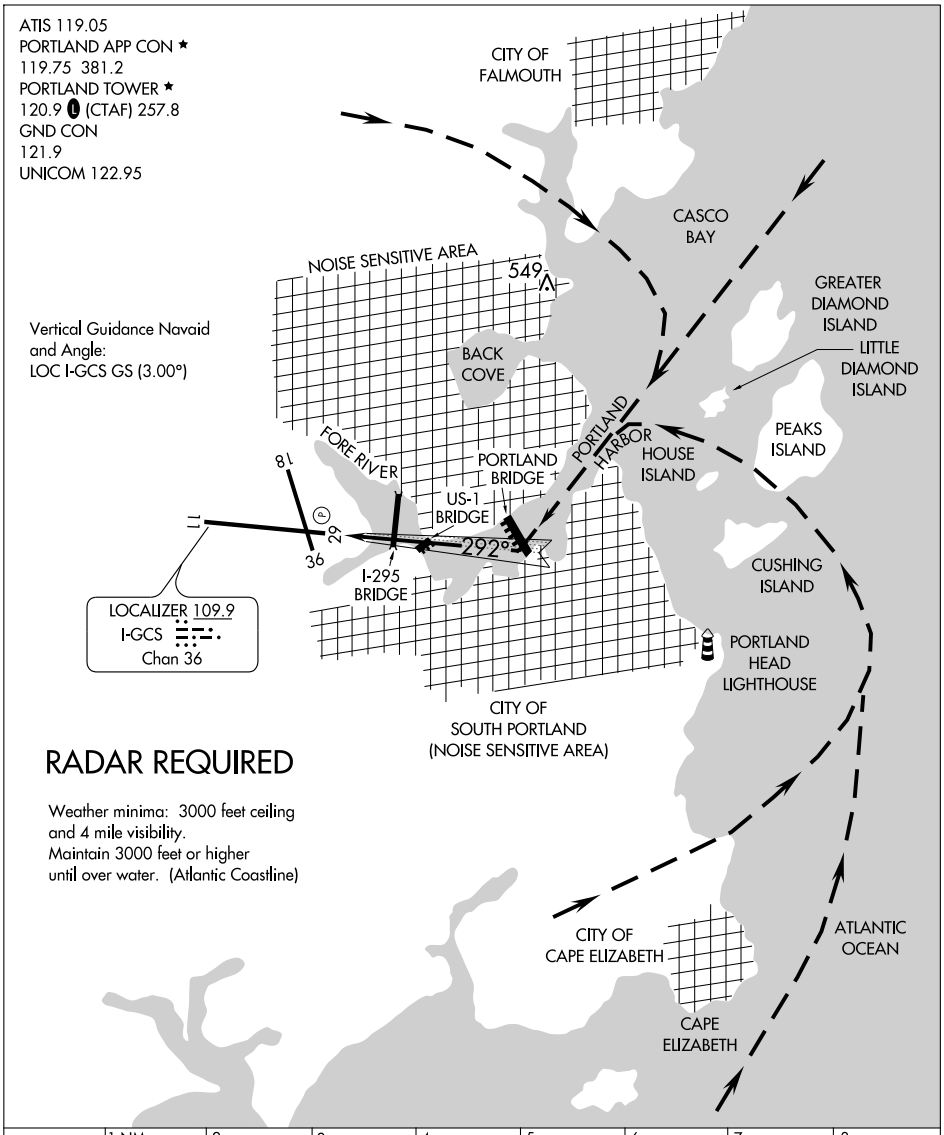
LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course and climb to requested altitude or 10,000 feet, whichever is lower.

NE-1, 03 JUN 2010 to 01 JUL 2010

HARBOR VISUAL RWY 29

AL-329 (FAA)

PORTLAND INTL JETPORT (PWM)
PORTLAND, MAINE



LOC/DME I-PWM	APP CRS	Rwy Idg 6800
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

ILS or LOC RWY 11

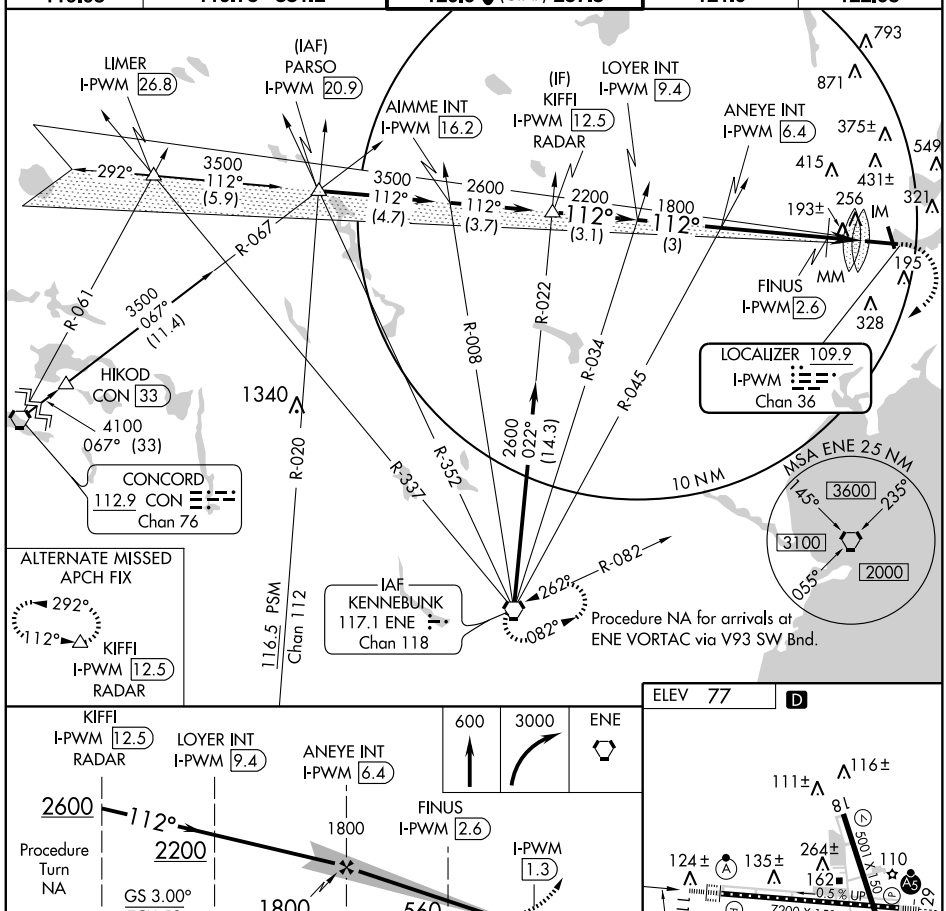
PORTLAND INTL JETPORT (PWM)

CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-ILS 11	277/18 200 (200-½)			
S-LOC 11	560/24 483 (500-½)		560/40 483 (500-1¾)	560/50 483 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)
FINUS FIX MINIMUMS				
S-LOC 11	460/24 383 (400-½)			460/40 383 (400-¾)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-GCS	APP CRS	Rwy Idg	7200
109.9	292°	TDZE	57
Chan 36		Apt Elev	77

ILS or LOC RWY 29

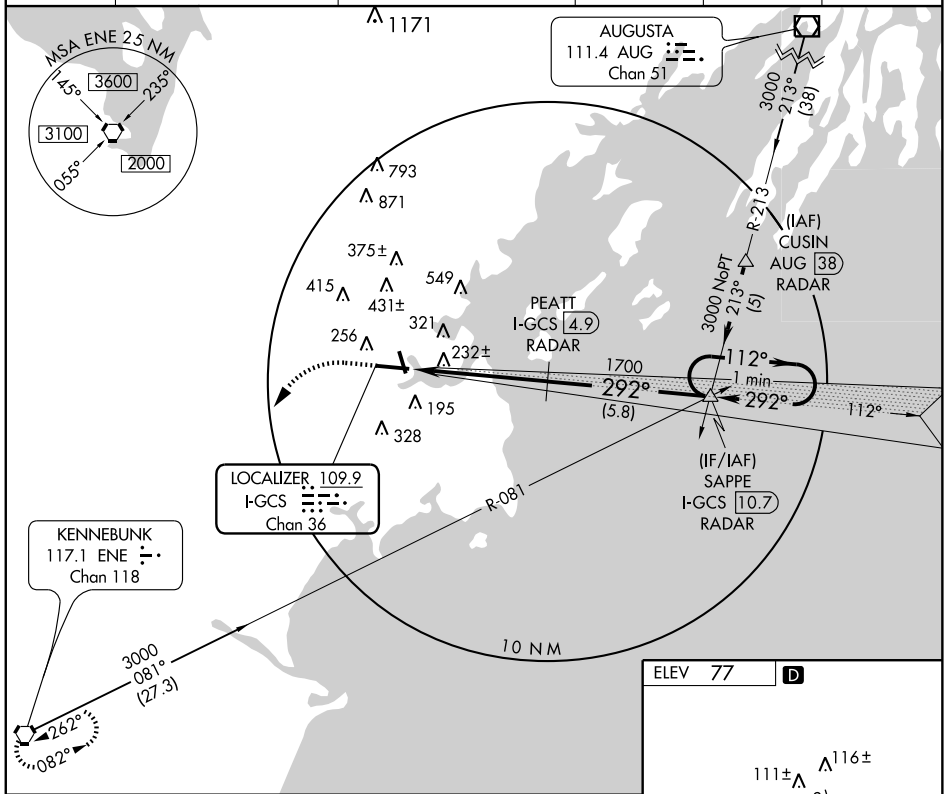
PORTLAND INTL JETPORT (PWM)

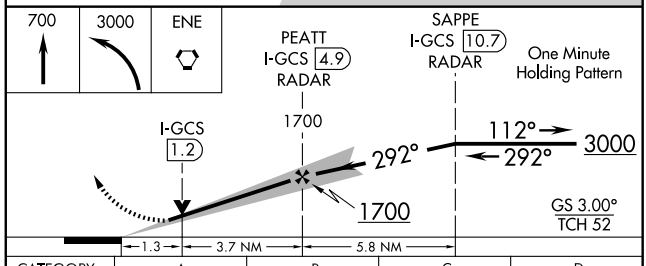
DME or RADAR REQUIRED.
DME required when Portland Approach Control closed.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

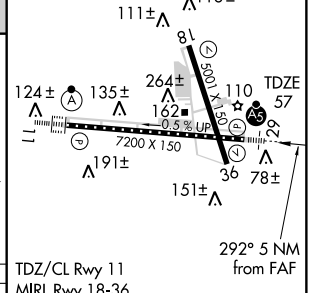
MALSR

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON *	PORTLAND TOWER *	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 (L) (CTAF) 257.8	121.9	121.9	122.95







TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 (L)

CATEGORY	A	B	C	D
S-ILS 29	*257/24 200 (200-½)			
S-LOC 29	500/24 443 (500-½)		500/40 443 (500-¾)	500/50 443 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PWM	APP CRS	Rwy Idg 6800
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

ILS RWY 11 (CAT II)

PORTLAND INTL JETPORT (PWM)

CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95

LIMER I-PWM 26.8

(IAF) PARSO I-PWM 20.9

AIMME INT I-PWM 16.2

(IF) KIFFI I-PWM 12.5 RADAR

LOYER INT I-PWM 9.4

ANEYE INT I-PWM 6.4

292° 3500 112° (5.9)

3500 112° (4.7)

2600 112° (3.7)

2200 112° (3.1)

1800 112° (3)

R-067 R-061 3500 067° (11.4)

R-008 R-022 R-034 R-045

HIKOD CON 33

4100 067° (33)

1340

2600 022° (14.3)

R-337 R-352 R-020

10 NM

LOCALIZER 109.9 I-PWM Chan 36

MSA ENE 25 NM 145° 3600 235° 3100 2000 055°

CONCORD 112.9 CON Chan 76

IAF KENNEBUNK 117.1 ENE Chan 118

262° R-082 082°

116.5 PSM Chan 112

Procedure NA for arrivals at ENE VORTAC via V93 SW Bnd.

ALTERNATE MISSED APCH FIX

292° 112° KIFFI I-PWM 12.5 RADAR

793 871 549 415 431± 321 193± 256 IM MM 328

ELEV 77 D

111± 116± 81 124± 135± 264± 162■ 110 29 151± 78± 36 TDZE 77 191±

5001 X 150 7200 X 150 0.5 % UP

112° 5.2 NM from FAF

KIFFI I-PWM 12.5 RADAR

LOYER INT I-PWM 9.4

ANEYE INT I-PWM 6.4

2600 112°

1800

MM IM DH RA 111

77 MSL

Procedure Turn NA

GS 3.00° TCH 52

1800

3.1 NM 3 NM 4.7 NM 1932′ 931′ 1074′

600 3000 ENE

CATEGORY	A	B	C	D
S-ILS 11	RA 111/12	100 DA 177		

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PWM	APP CRS	Rwy Idg 6800
109.9	112°	TDZE 77
Chan 36		Apt Elev 77

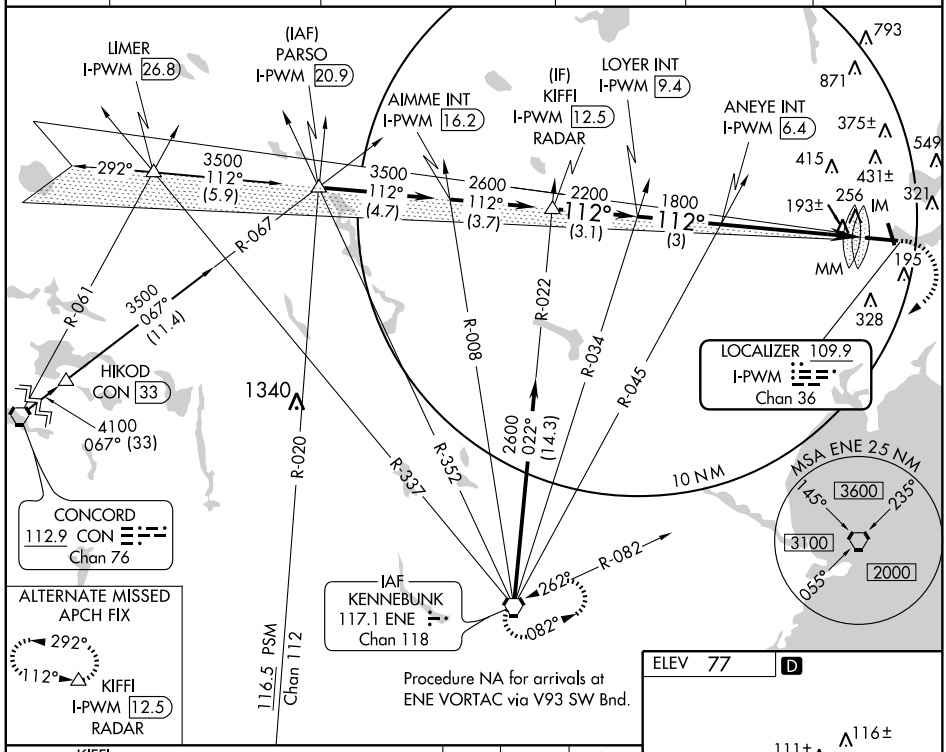
ILS RWY 11 (CAT III)
PORTLAND INTL JETPORT (PWM)

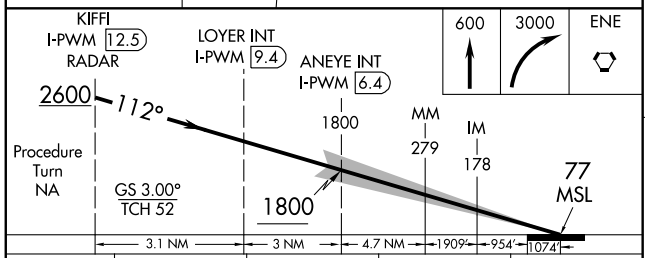
CAT II and III NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ENE VORTAC and hold.

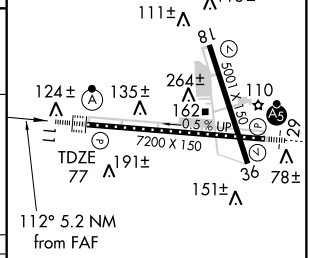
ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa RVR 07		
S-ILS 11		CAT IIIb RVR 06		
S-ILS 11		CAT IIIc NA		

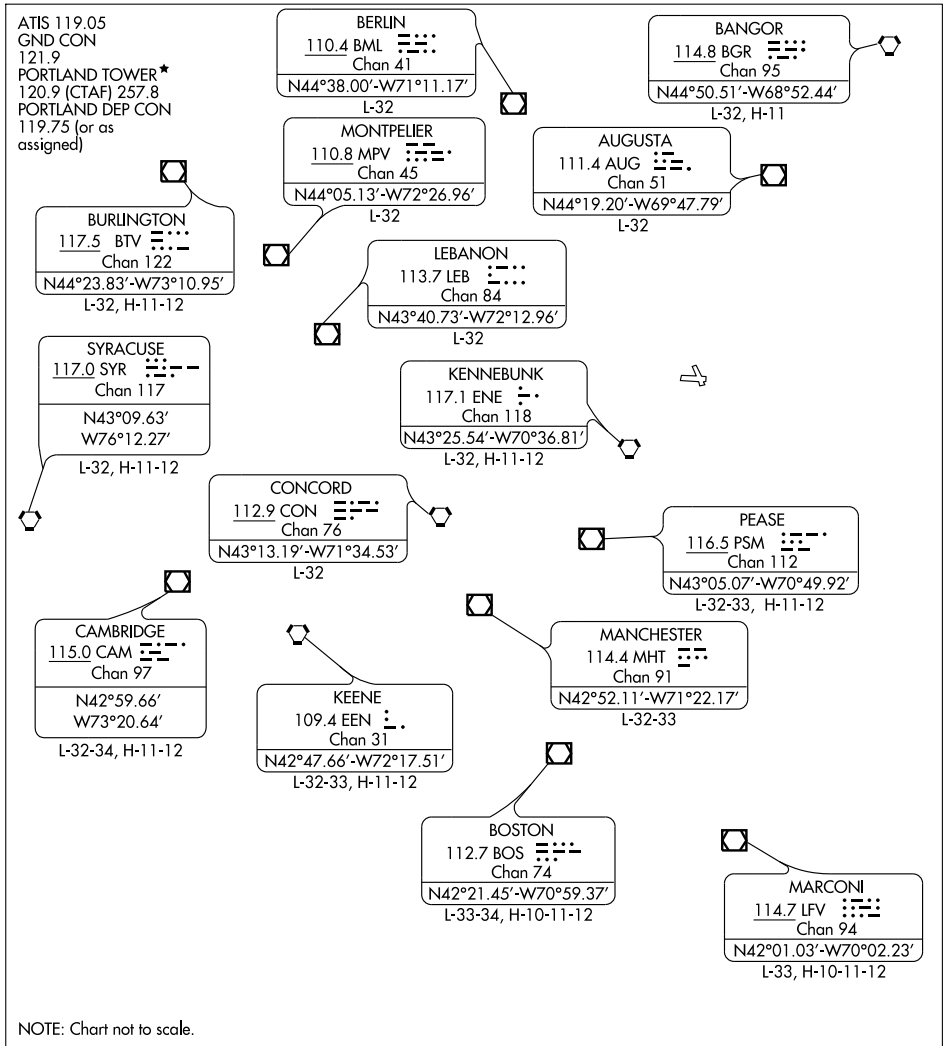
CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1. 03 JUN 2010 to 01 JUL 2010

PORTLAND FOUR DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RWYS: Fly runway heading, or as assigned by ATC; for radar vectors to assigned ROUTE/NAVAID/FIX. Maintain 3,000 feet or as assigned by ATC. Expect clearance to filed altitude/flight level 5 minutes after departure.

WAAS	APP CRS	Rwy Idg	6800
CH 50127	112°	TDZE	77
W11A		Apt Elev	77

RNAV (GPS) RWY 11

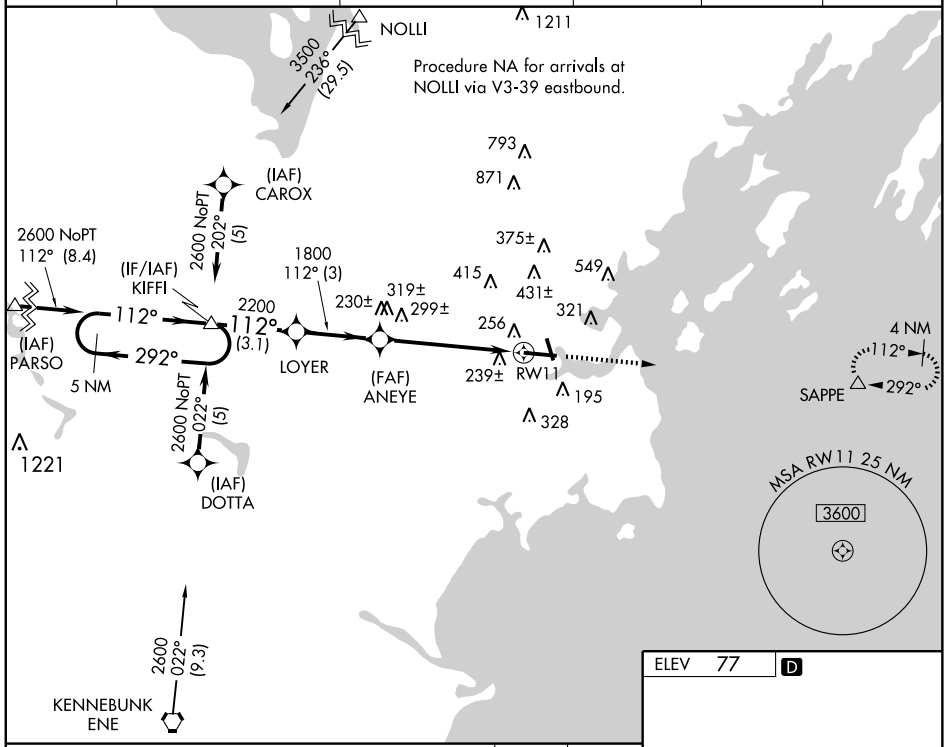
PORTLAND INTL JETPORT (PWM)

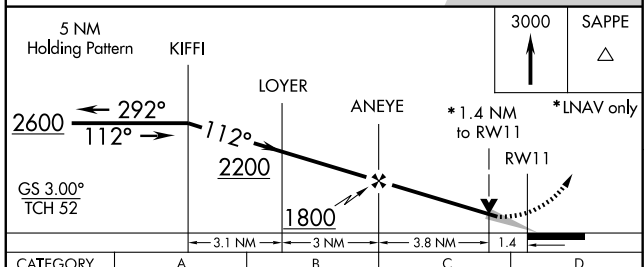
For inoperative ALSF-2, increase LPV visibility to RVR 6000 all Cats.
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

ALSF-2

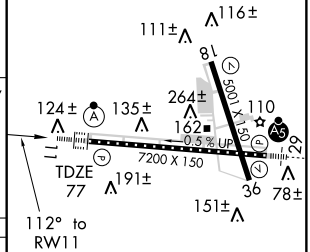
MISSED APPROACH: Climb to 3000 direct SAPPE and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 (L) (CTAF) 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	416/40 339 (400-¾)			
LNAV/VNAV DA	531/50 454 (500-1)			
LNAV MDA	560/24 483 (500-½)		560/40 483 (500-1¾)	560/50 483 (500-1)
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)



TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 (L)

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
180°	TDZE	50
	Apt Elev	77

RNAV (GPS) RWY 18

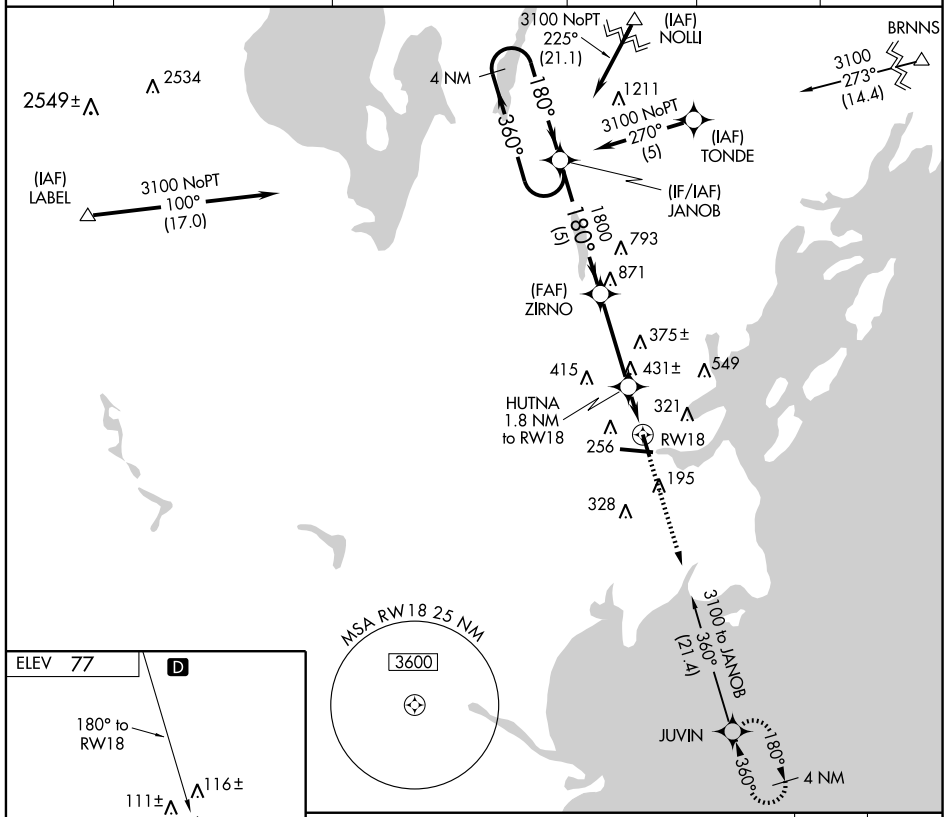
PORTLAND INTL JETPORT (PWM)

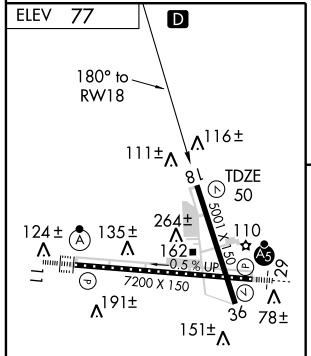
NA

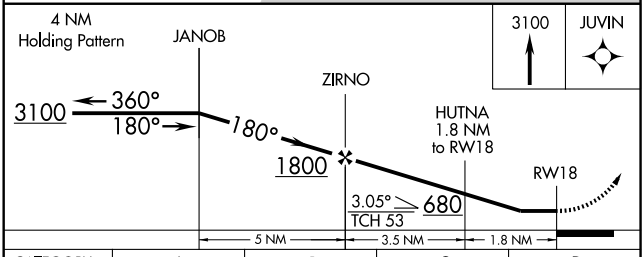
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JUVIN WP and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 (L) (CTAF) 257.8	121.9	121.9	122.95







TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 (L)

CATEGORY	A	B	C	D
LNAV MDA	560-1 510 (500-1)		560-1½ 510 (500-1½)	
CIRCLING	620-1 543 (600-1)		640-1½ 563 (600-1½)	740-2 663 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7200
CH 65626	292°	TDZE	57
W29A		Apt Elev	77

RNAV (GPS) RWY 29

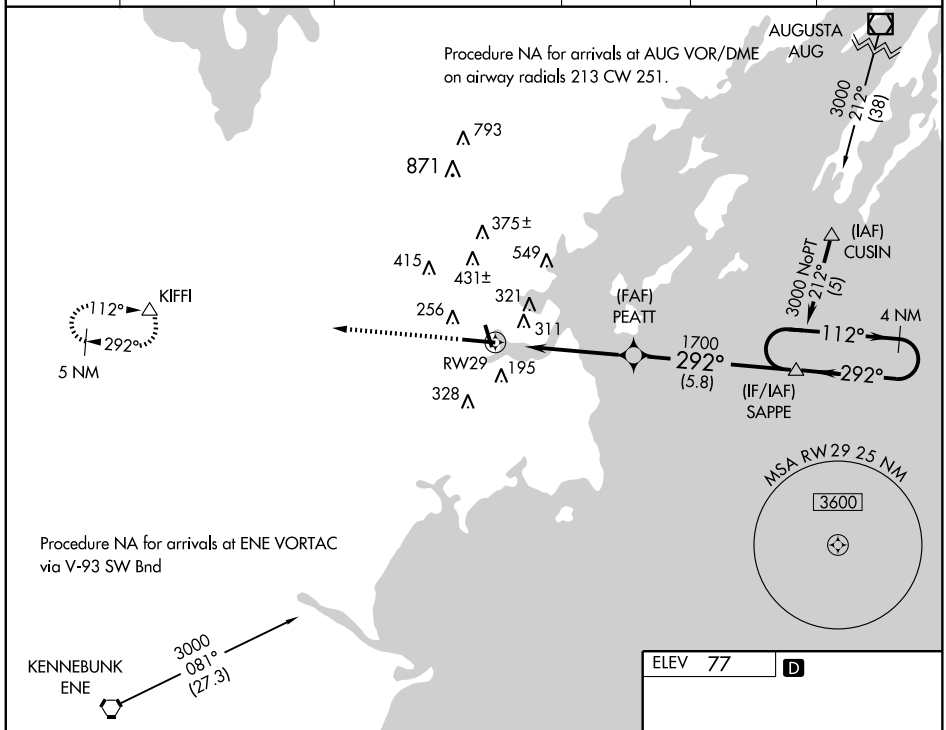
PORTLAND INTL JETPORT (PWM)

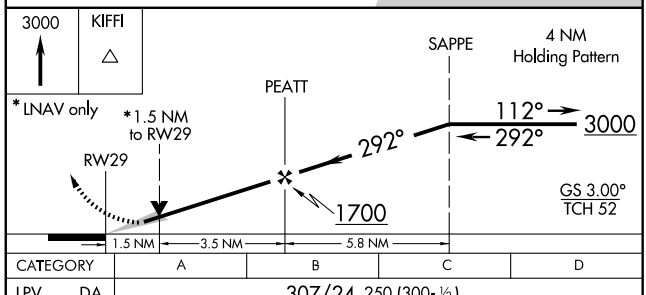
V W DME/DME RNP -0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to RVR 5000.

MALSR

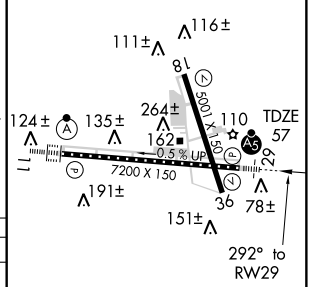
MISSED APPROACH: Climb to 3000 direct KIFFI and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	307/24 250 (300-½)			
LNAV/VNAV DA	620-1½ 563 (600-1½)			
LNAV MDA	560/24 503 (500-½)		560/50 503 (500-1)	
CIRCLING	620-2 543 (600-2)		640-2 563 (600-2)	740-2 663 (700-2)



TDZ/CL Rwy 11
MIRL Rwy 18-36
HIRL Rwy 11-29
REIL Rwys 18 and 36 L

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
360°	TDZE	49
	Apt Elev	77

RNAV (GPS) RWY 36

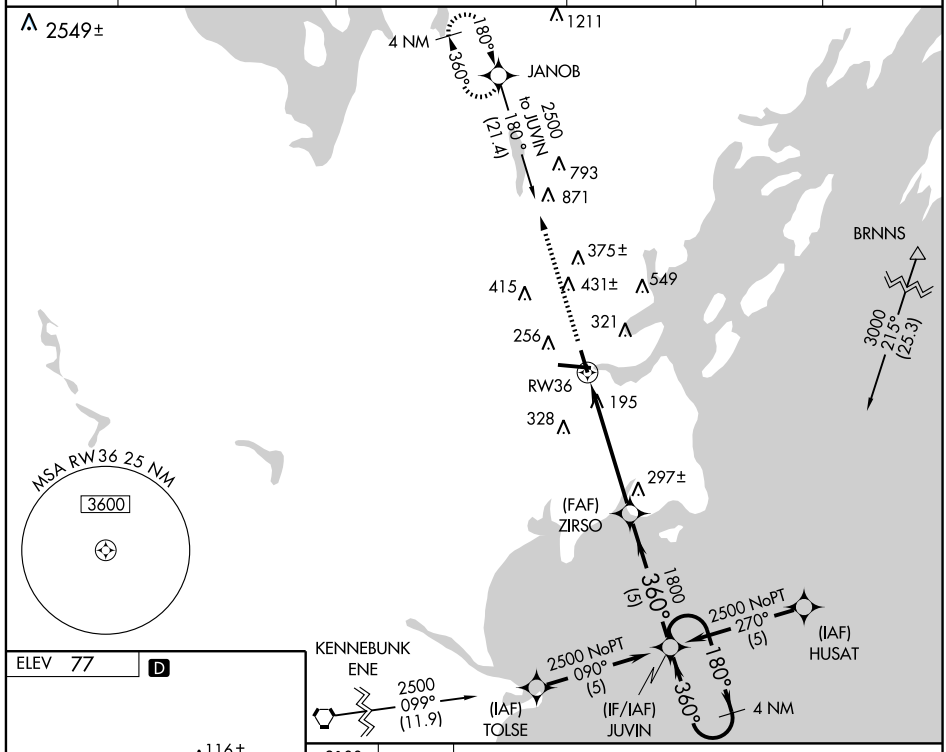
PORTLAND INTL JETPORT (PWM)

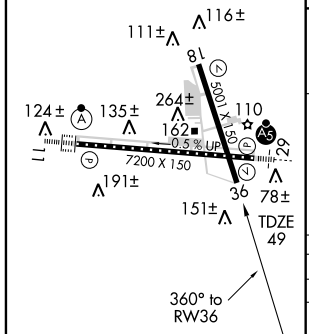
V A NA W

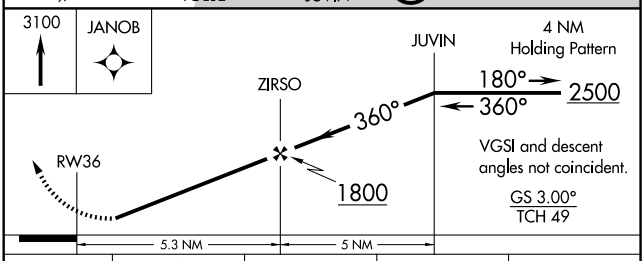
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C(5°F).

MISSED APPROACH: Climb to 3100 direct JANOB WP and hold.

ATIS	PORTLAND APP CON ★	PORTLAND TOWER ★	GND CON	CLNC DEL	UNICOM
119.05	119.75 381.2	120.9 L (CTAF) 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420-1¼ 371 (400-1¼)			
LNAV MDA	460-1 411 (400-1)		460-1¼ 411 (400-1¼)	
CIRCLING	620-1¼ 543 (600-1¼)		640-1½ 563 (600-1½)	740-2 663 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC I-PQI	APP CRS	Rwy Idg	7439
108.7	006°	TDZE	478
		Apt Elev	534

ILS or LOC RWY 1

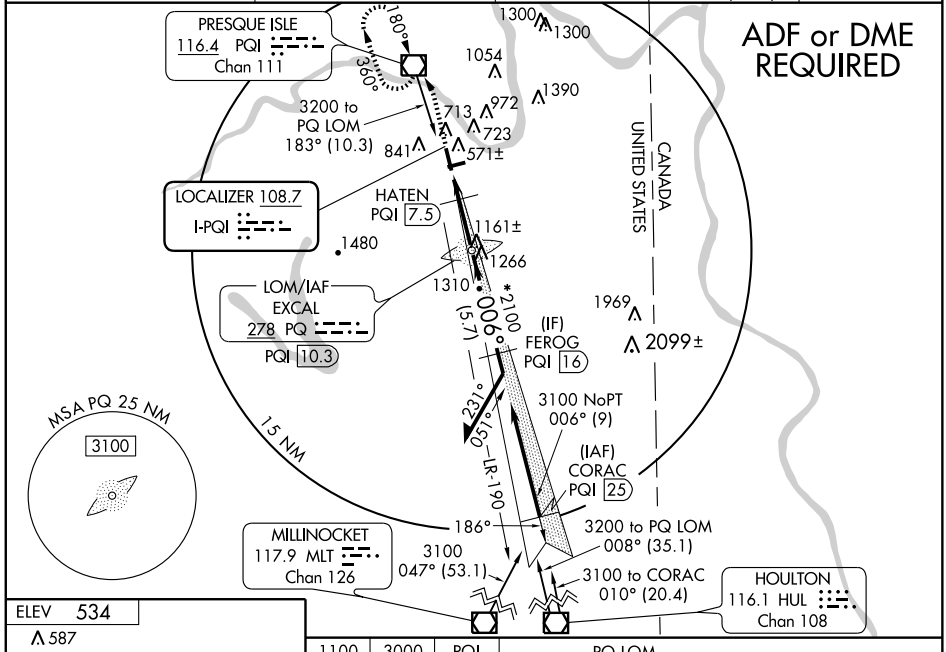
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

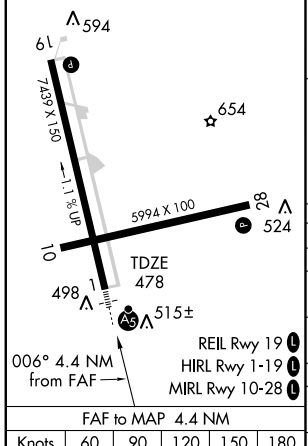
When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC 1 Cats. C and D and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile, increase HATEN Fix Minimums S-LOC 1 Cat. C and Circling Cat. C visibility ¼ mile, increase S-LOC 1 Cat. D and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase S-ILS-1 all Cats. visibility to 1 mile.
** LOC only, 1140 when using Houlton Intl altimeter setting.

MALSR

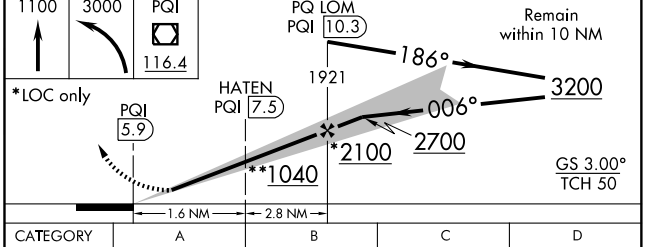
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L





FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 1	678-½ 200 (200-½)			
S-LOC 1	1040-½ 562 (600-½)		1040-1 562 (600-1)	1040-1¼ 562 (600-1¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)
HATEN FIX MINIMUMS				
S-LOC 1	900-½ 422 (500-½)		900-¾ 422 (500-¾)	
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS CH 87012 W01A	APP CRS 006°	Rwy Idg 7439 TDZE 478 Apt Elev 534

PRESQUE ISLE/ NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

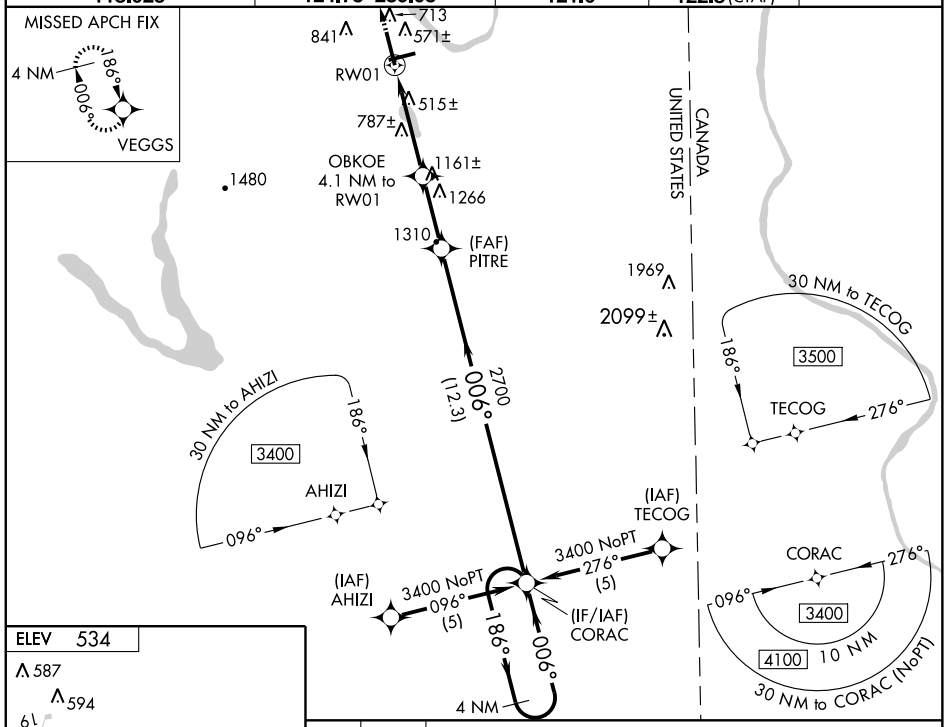
RNAV (GPS) RWY 1

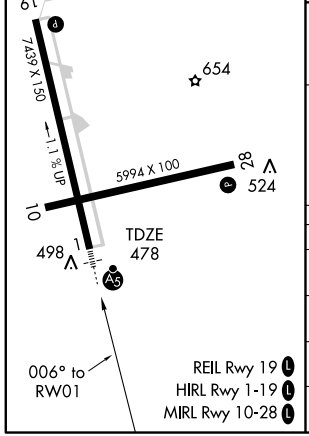
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile, increase Circling Cat. D visibility ½ mile. For inoperative MALSR when using Houlton Intl altimeter setting, increase LPV all Cats. visibility to 1 mile.

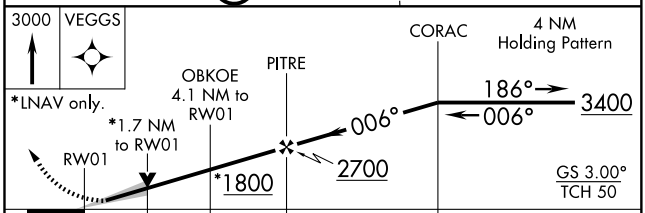
MALSR

MISSED APPROACH: Climb to 3000 direct VEGGS and hold.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
LPV DA	678-½ 200 (200-½)			
LNAV/VNAV DA	1171-2 693 (700-2)			
LNAV MDA	1040-½ 562 (600-½)		1040-1 562 (600-1)	1040-1¼ 562 (600-1¼)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7439
CH 99712	186°	TDZE	534
W19A		Apt Elev	534

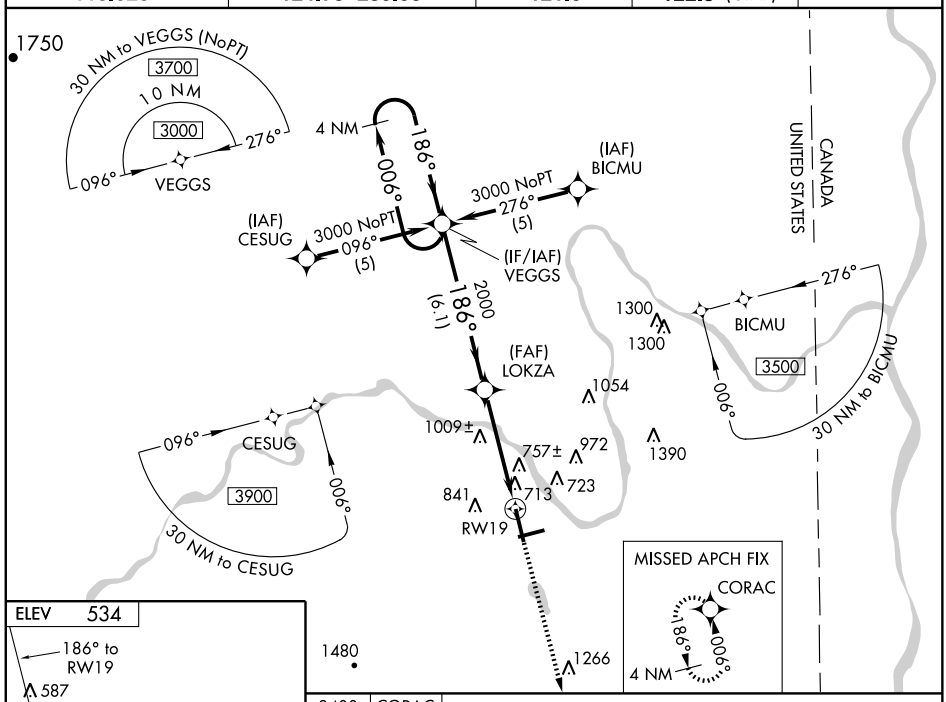
RNAV (GPS) RWY 19

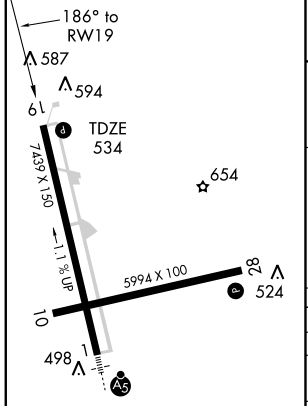
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV Cat. B, and Circling Cat. B visibility ¼ mile, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ½ mile.

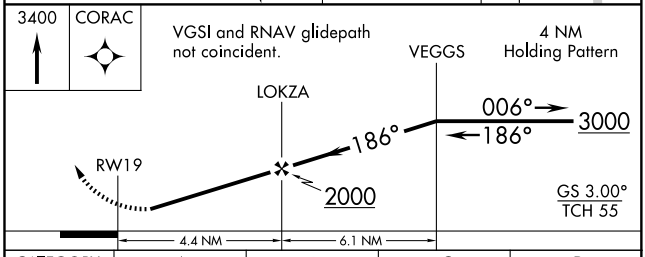
MISSED APPROACH: Climb to 3400 direct CORAC and hold

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L





REIL Rwy 19 L
HIRL Rwy 1-19 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LPV DA	968-1½	434 (500-1½)		
LNAV/VNAV DA	1058-1¾	524 (600-1¾)		
LNAV MDA	1260-1	726 (800-1)	1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)
CIRCLING	1260-1	726 (800-1)	1260-2 726 (800-2)	1260-2¼ 726 (800-2¼)

NE-1, 03 JUN 2010 to 01 JUL 2010

WAAS CH 90212 W28A	APP CRS 276°	Rwy Idg 5994 TDZE 473 Apt Elev 534

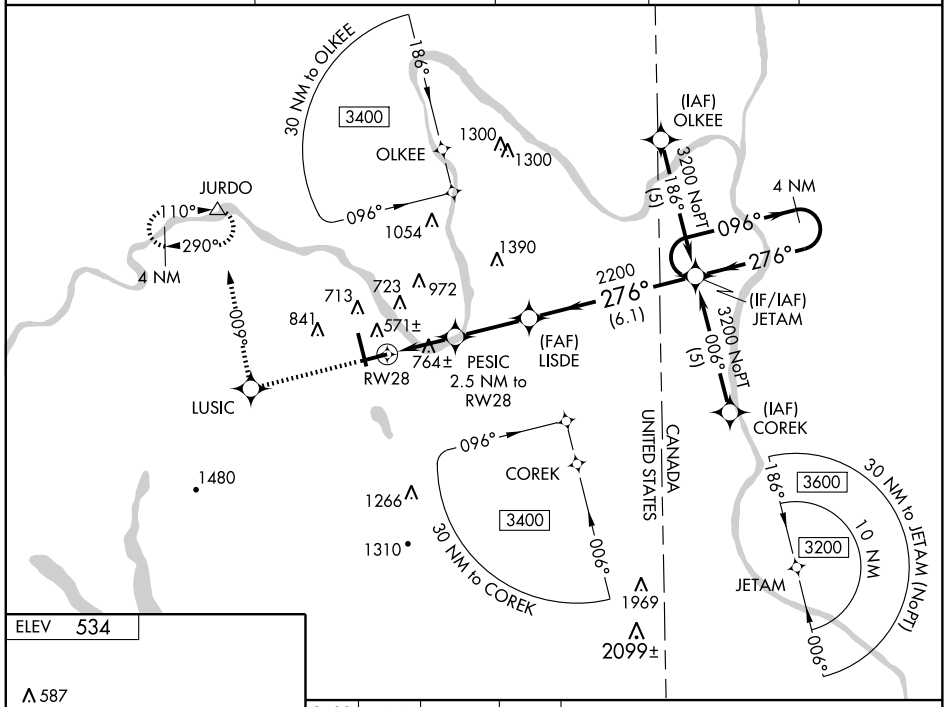
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

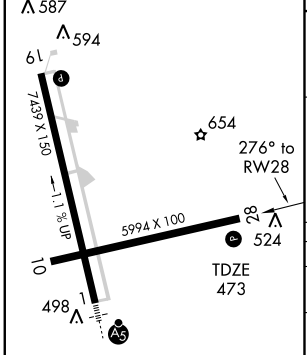
RNAV (GPS) RWY 28

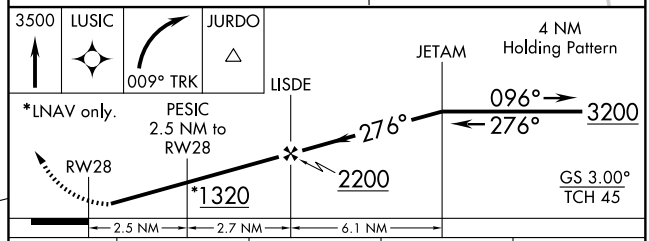
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Houlton Intl altimeter setting. When local altimeter setting not received, use Houlton Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats., LNAV/VNAV all Cats., and Circling Cat. C visibility ¼ mile, increase LNAV Cats. C and D and Circling Cat. D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct LUSIC and right turn via track 009° to JURDO and hold, continue climb-in-hold to 3500.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
LPV DA	759-1 286 (300- 1)			
LNAV/VNAV DA	1080-2¼ 607 (600-2¼)			
LNAV MDA	1060-1 587 (600-1)		1060-1½ 587 (600-1½)	1060-1¾ 587 (600-1¾)
CIRCLING	1120-1 586 (600-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1200-2 666 (700-2)

VOR/DME PQI	APP CRS	Rwy Idg	7439
116.4	001°	TDZE	479
Chan 111		Apt Elev	534

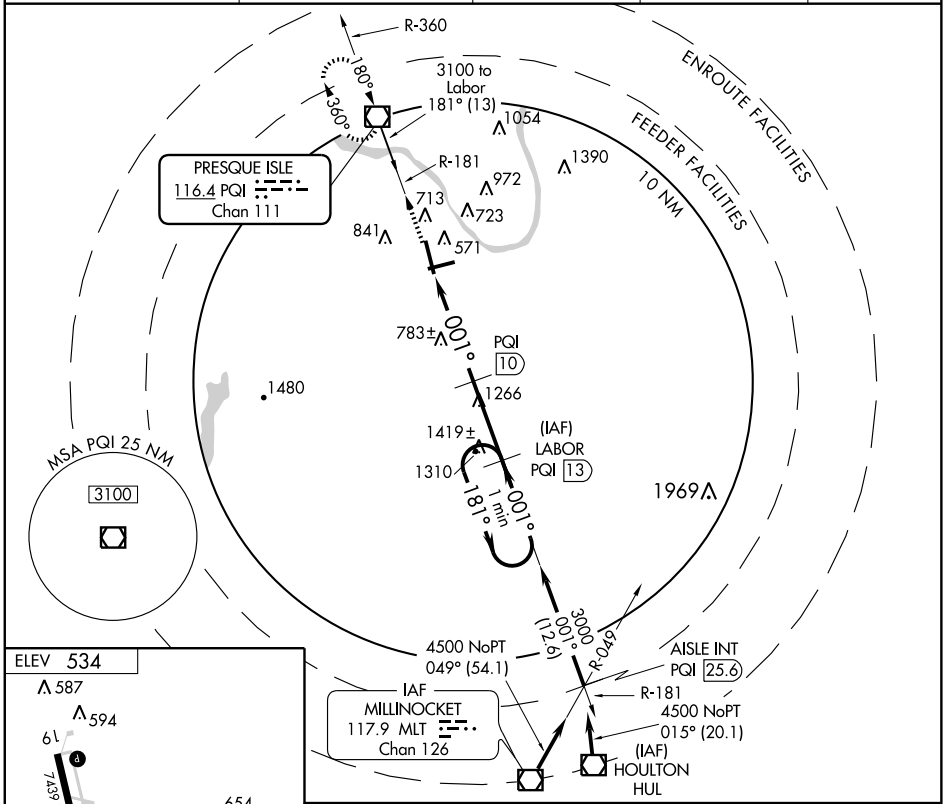
VOR/DME RWY 1

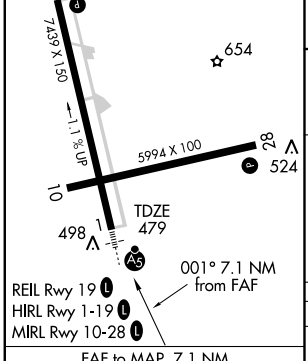
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

MALSR

MISSED APPROACH: Climb to 3000 direct PQI VOR/DME and hold.

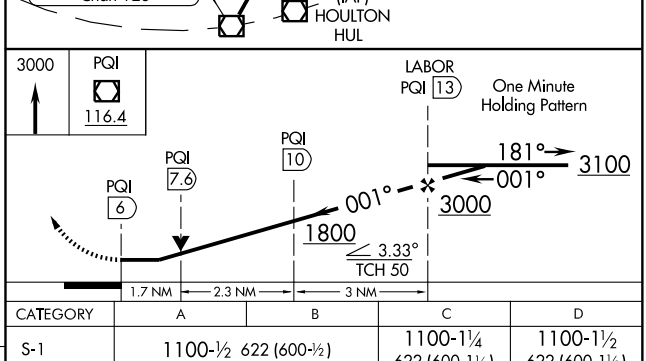
AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L





FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-1	1100-½ 622 (600-½)		1100-1¼ 622 (600-1¼)	1100-1½ 622 (600-1½)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME PQI	APP CRS	Rwy Idg	7439
116.4	180°	TDZE	534
Chan 111		Apt Elev	534

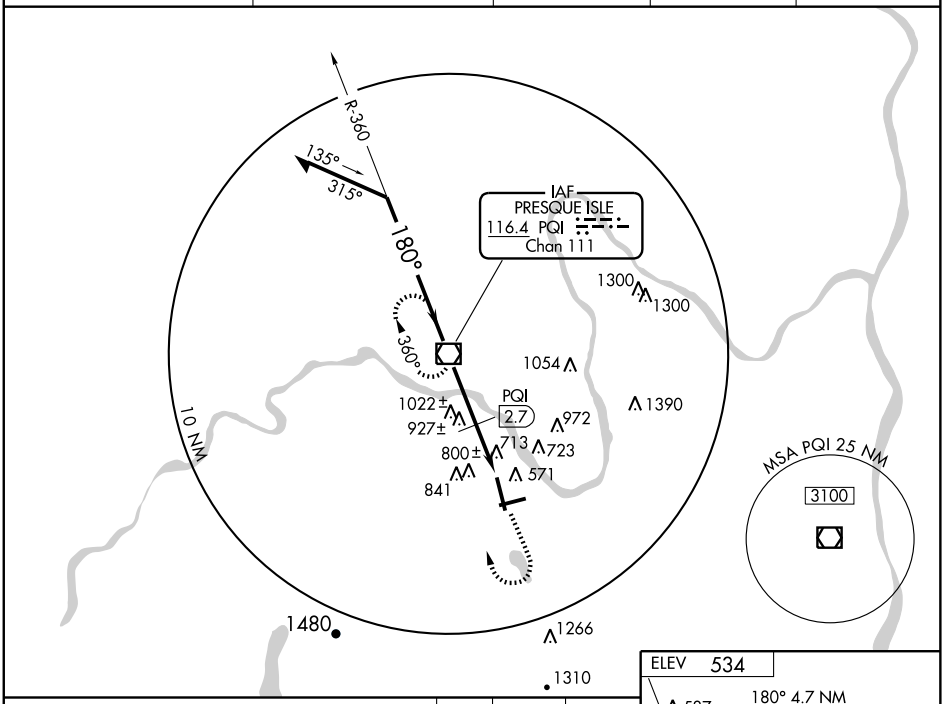
VOR RWY 19

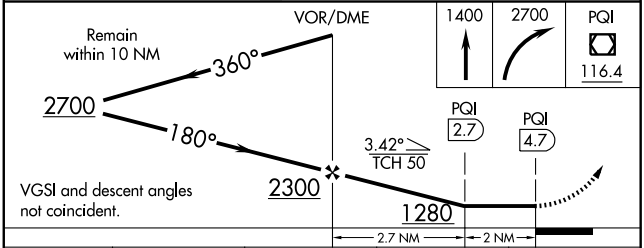
PRESQUE ISLE/
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

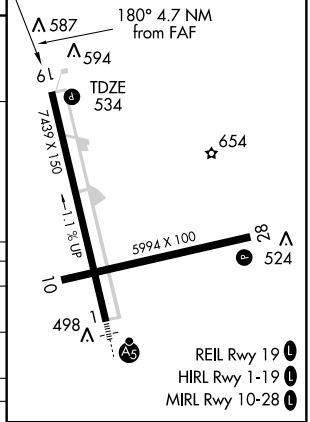
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct PQI VOR/DME and hold.

AWOS-3	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
S-19	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
CIRCLING	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
DME MINIMUMS				
S-19	1060-1 526 (600-1)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4004
152°	TDZE	266
	Apt Elev	266

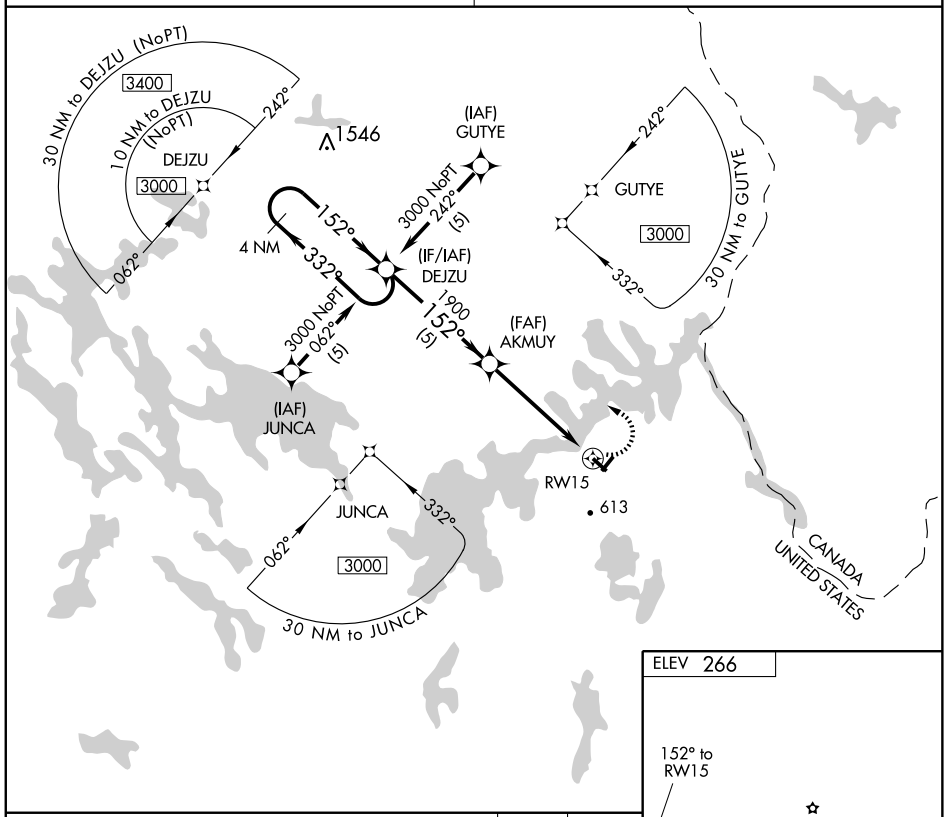
RNAV (GPS) RWY 15
PRINCETON MUNI (PNN)

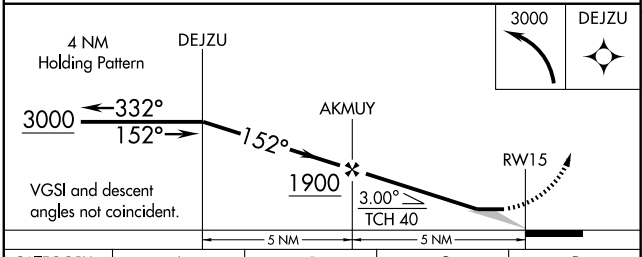
Use Bangor altimeter setting.
DME/DME RNP-0.3 NA.

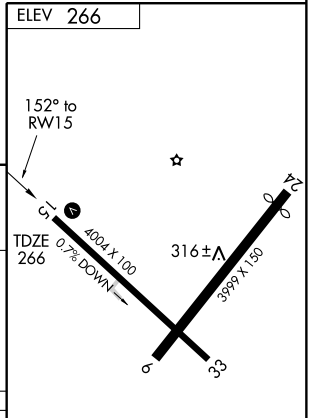
MISSED APPROACH: Climbing left turn to 3000 direct DEJZU WP and hold.

BOSTON CENTER
124.25 290.5

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 554 (600-1)		820-1½ 554 (600-1½)	820-1¾ 554 (600-1¾)
CIRCLING	820-1 554 (600-1)		1060-2¼ 794 (800-2¼)	1160-3 894 (900-3)

MIRL Rwy 15-33 L

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB RQM	APP CRS	Rwy Idg	N/A
221	065°	TDZE	N/A
		Apt Elev	1825

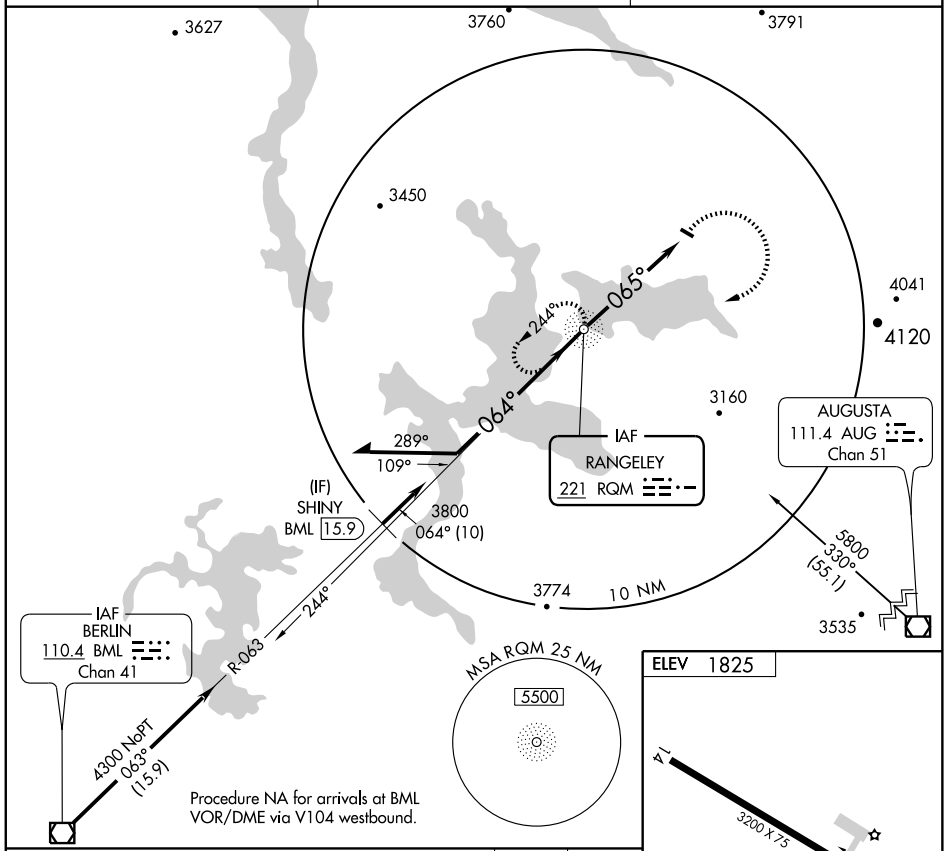
NDB-A

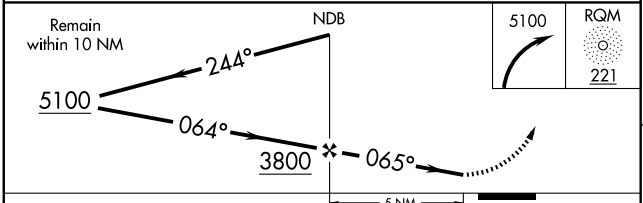
RANGELEY/ STEVEN A. BEAN MUNI (8BØ)

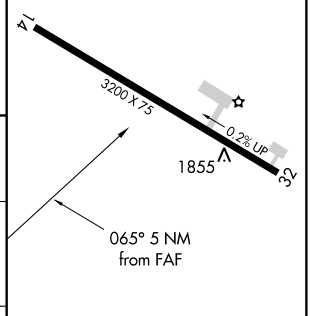
T
A NA — Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

MISSED APPROACH: Climbing right turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

AWOS-3	BOSTON CENTER	UNICOM
118.00	124.25 290.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2520-1	695 (700-1)	NA	

BERLIN ALTIMETER SETTING MINIMUMS

CIRCLING	2700-1 875 (900-1)	2700-1¼ 875 (900-1¼)	NA	

REIL Rwy 32 L
MIRL Rwy 14-32 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
065°	TDZE	N/A
	Apt Elev	1825

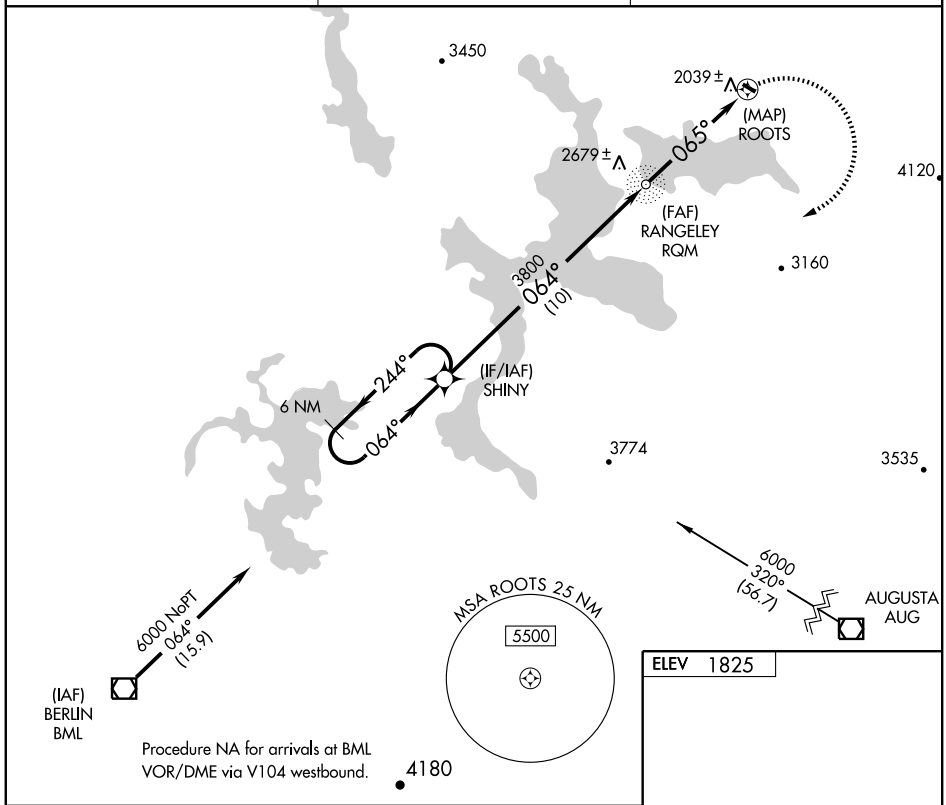
RNAV (GPS)-D

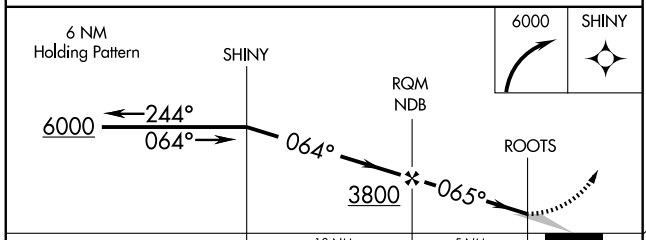
RANGELEY/ STEVEN A. BEAN MUNI (8B0)

DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.

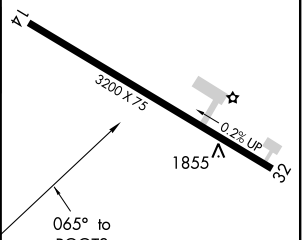
MISSED APPROACH: Climbing right turn to 6000 direct SHINYand hold, continue climb-in-hold to 6000.

AWOS-3	BOSTON CENTER	UNICOM
118.00	124.25 290.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2380-1 555 (600-1)		NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2560-1 735 (800-1)		NA	



REIL Rwy 32 L
MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB RQM	APP CRS	Rwy Idg	N/A
221	091°	TDZE	N/A
		Apt Elev	1518

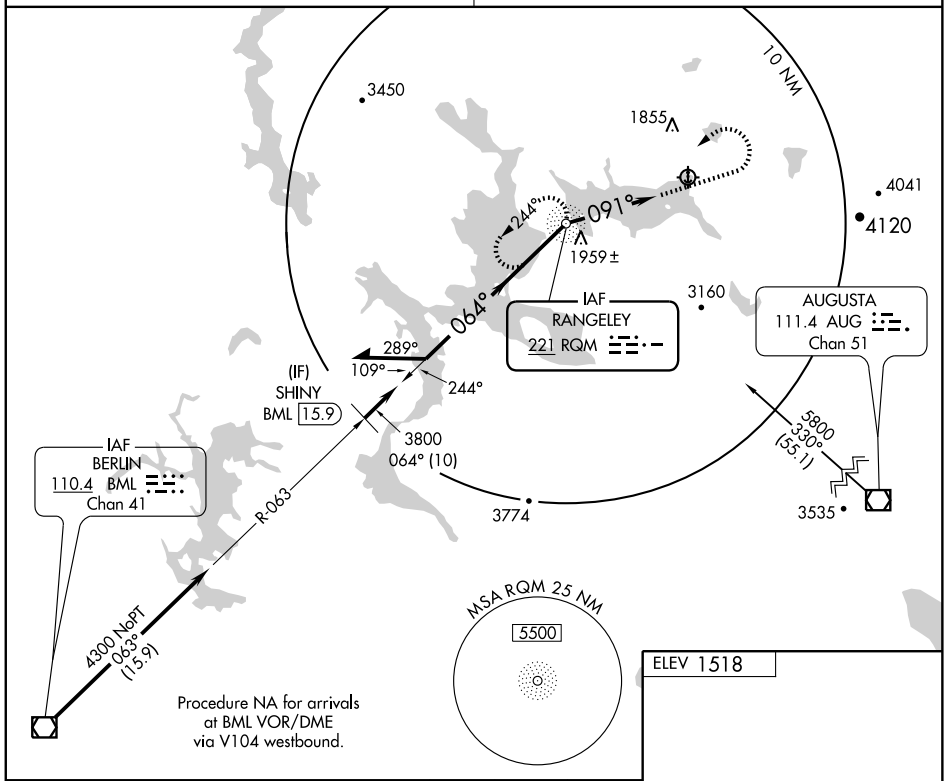
NDB-B

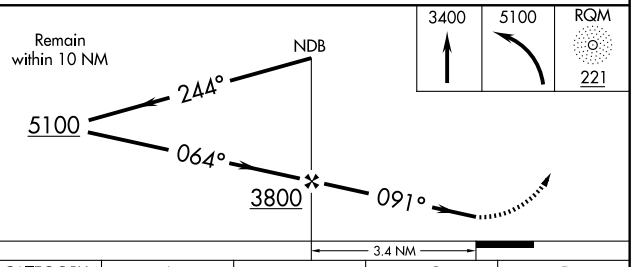
RANGELEY LAKE SEAPLANE BASE (M57)

Procedure NA at night.
Obtain local altimeter setting on CTAF;
when not received, use Berlin altimeter setting.

MISSED APPROACH: Climb to 3400 then climbing left turn to 5100 direct RQM NDB and hold, continue climb-in-hold to 5100.

BOSTON CENTER	CTAF
124.25 290.5	122.9





ELEV 1518

SEE
RANGELEY LAKE
LANDING CHART

CATEGORY	A	B	C	D
CIRCLING	2860-1¼ 1342 (1400-1¼)	2860-1½ 1342 (1400-1½)	NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	3000-1¼ 1482 (1500-1¼)	3000-1½ 1482 (1500-1½)	NA	

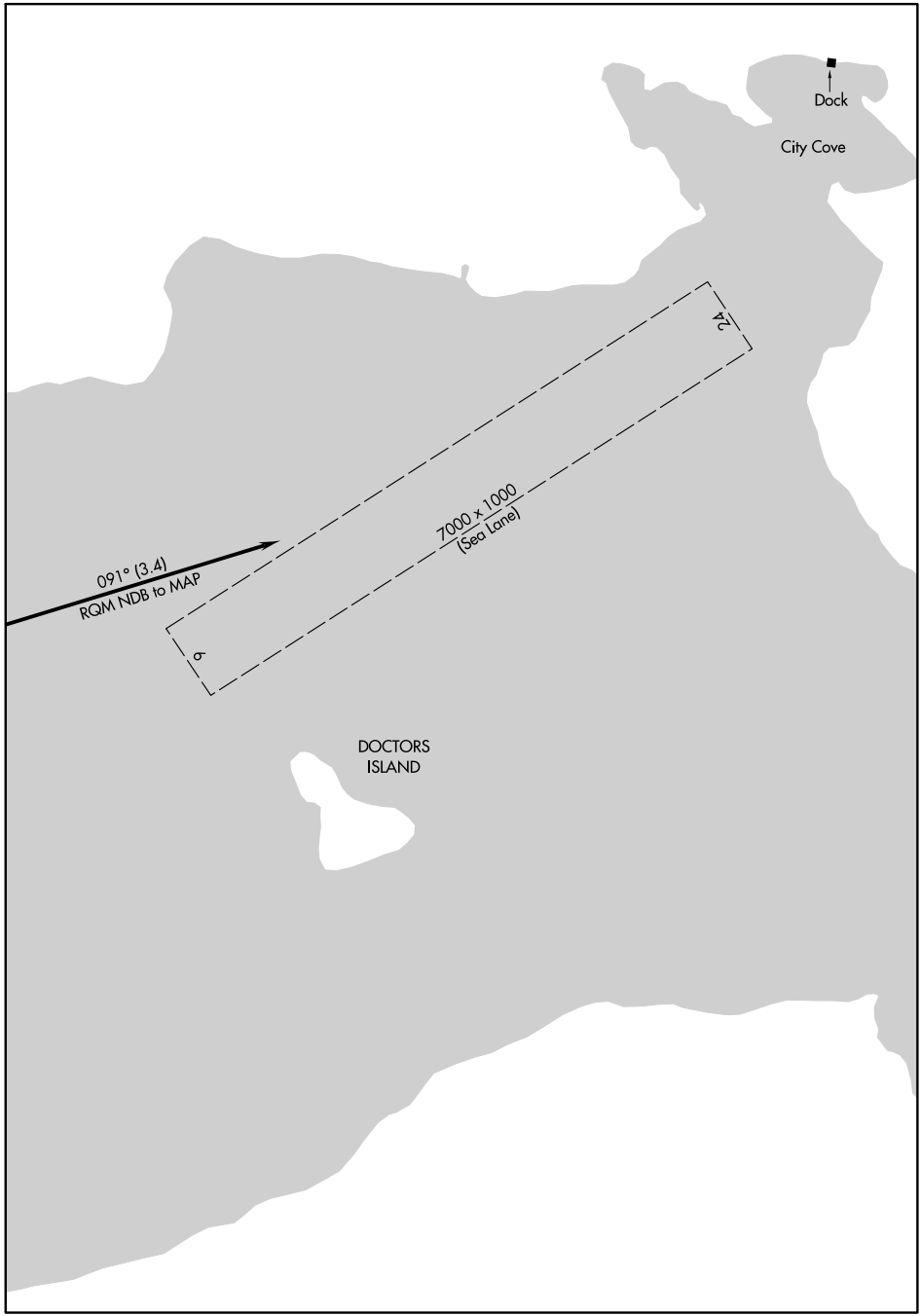
FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB-B LANDING

RANGELEY LAKE SEAPLANE BASE (M57)
AL-9122 (FAA)
RANGELEY, MAINE

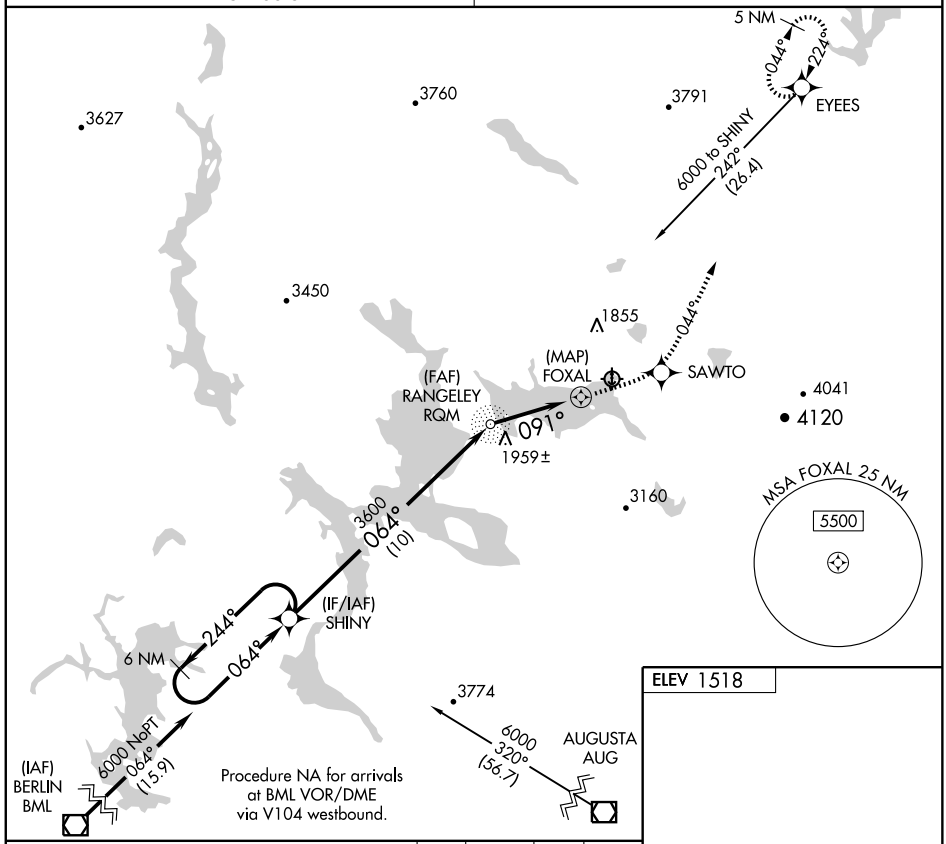


APP CRS	Rwy Idg	N/A
091°	TDZE	N/A
	Apt Elev	1518

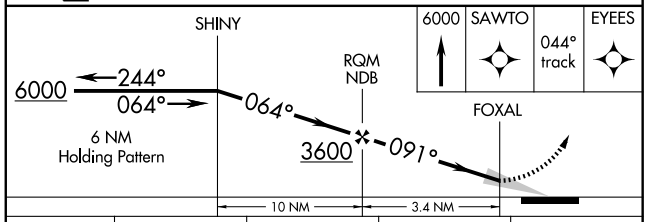
RNAV (GPS)-C

RANGELEY LAKE SEAPLANE BASE (M57)

DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Berlin altimeter setting.	MISSED APPROACH: Climb to 6000 direct SAWTO and via 044° track to EYEES and hold, continue climb-in-hold to 6000.
BOSTON CENTER 124.25 290.5	CTAF 122.9



ELEV 1518



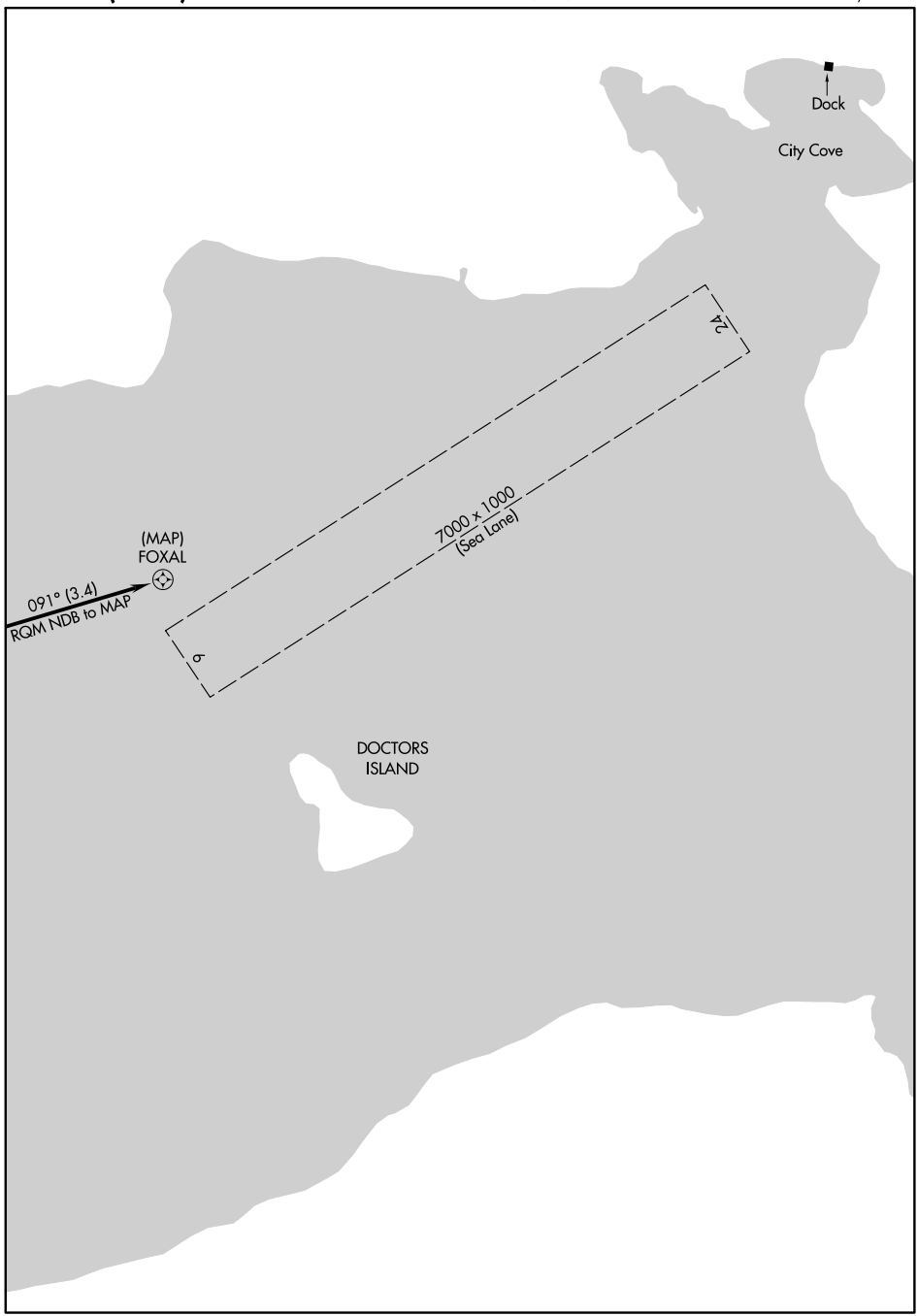
SEE
RANGELEY LAKE
LANDING CHART

CATEGORY	A	B	C	D
CIRCLING	2320-1 802 (900-1)	2320-1¼ 802 (900-1¼)	NA	
BERLIN ALTIMETER SETTING MINIMUMS				
CIRCLING	2460-1¼ 942 (1000-1¼)		NA	

NE-1. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS)-C LANDING

RANGELEY LAKE SEAPLANE BASE (M57)
AL-9122 (FAA)
RANGELEY, MAINE



LOC/DME I-RMZ	APP CRS	Rwy Idg	5007
111.7	129°	TDZE	54
Chan 54		Apt Elev	55

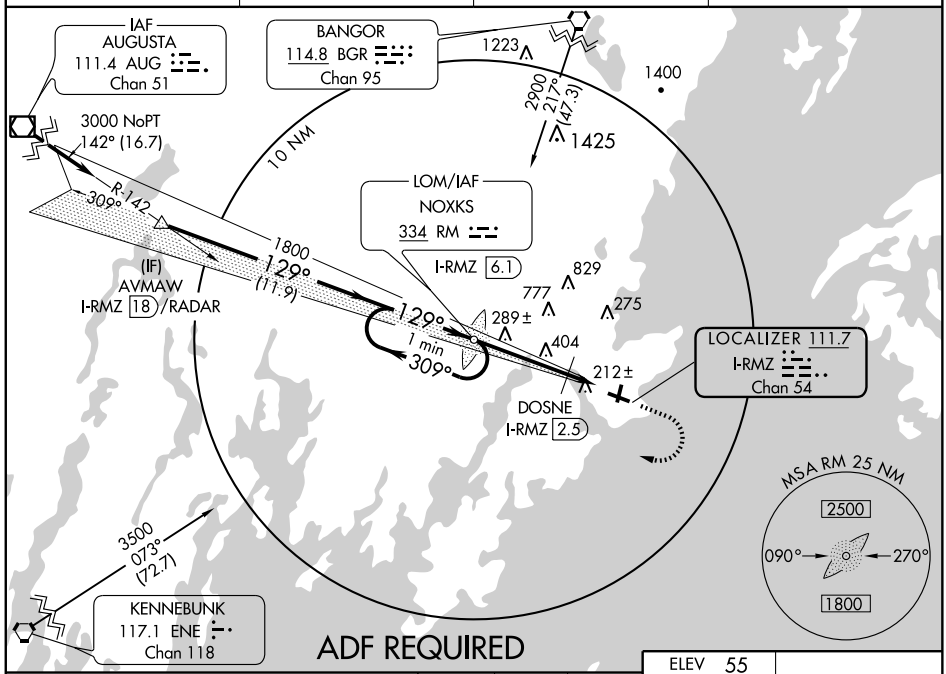
ILS or LOC RWY 13

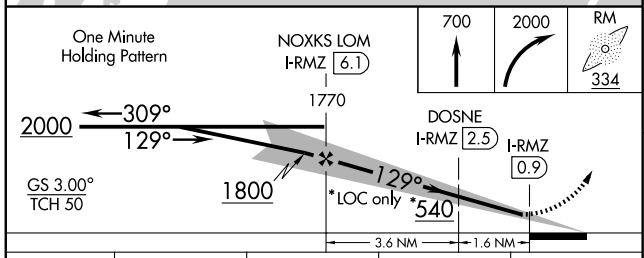
ROCKLAND/ KNOX COUNTY RGNL(RKD)

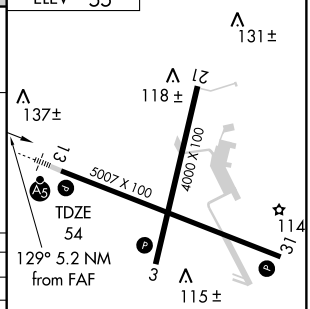
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct NOXKS LOM and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	128.35 299.2	123.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 13	254-½ 200 (200-½)			
S-LOC 13	540-½ 486 (500-½)		540-¾ 486 (500-¾)	540-1 486 (500-1)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)
DME MINIMUMS				
S-LOC 13	440-½ 386 (400-½)			440-¾ 386 (400-¾)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB SUH 356	APP CRS 046°	Rwy Idg 4000 TDZE 54 Apt Elev 55

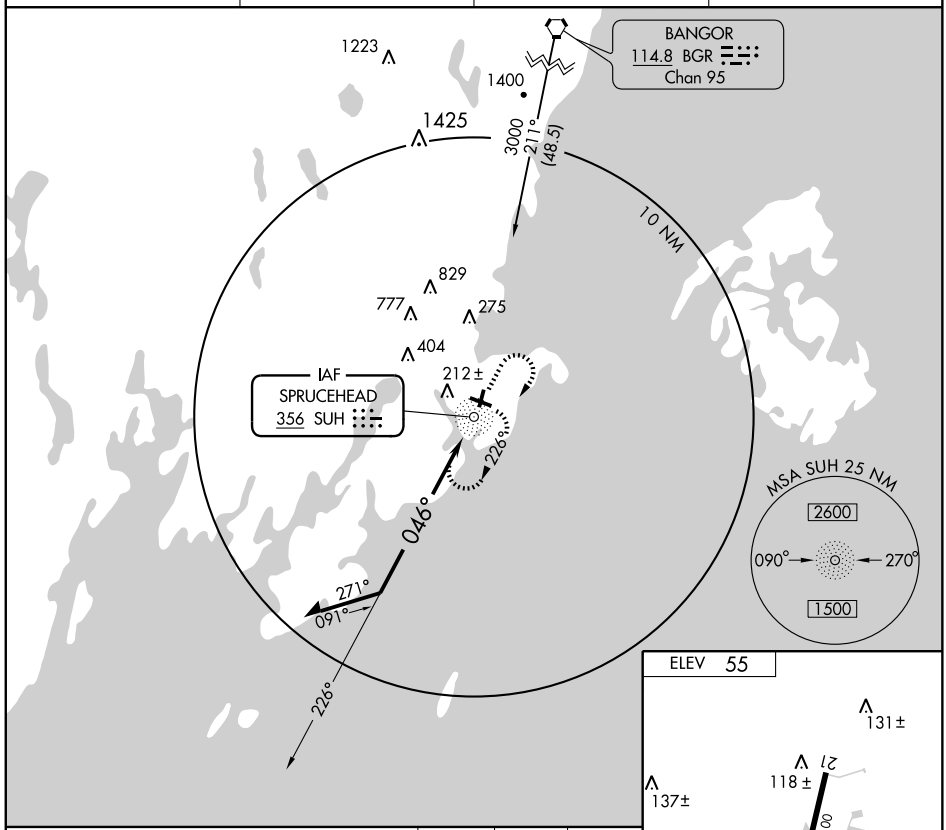
NDB RWY 3

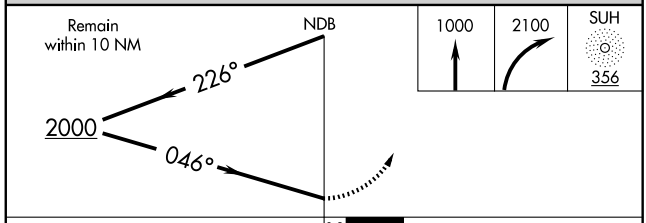
ROCKLAND/ KNOX COUNTY RGNL (RKD)

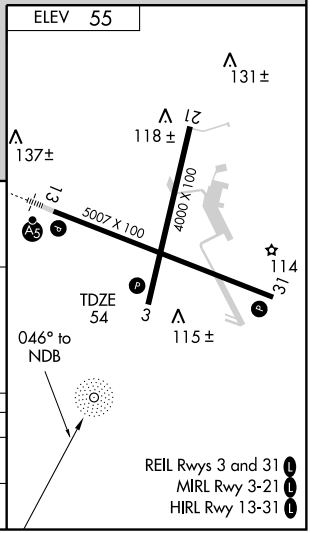
NA

MISSED APPROACH: Climb to 1000, then right climbing turn to 2100 direct SUH NDB and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	128.35 299.2	123.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-3	580-1 526 (600-1)		580-1½ 526 (600-1½)	580-1¾ 526 (600-1¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

NDB SUH 356	APP CRS 279°	Rwy Idg 5007 TDZE 55 Apt Elev 55

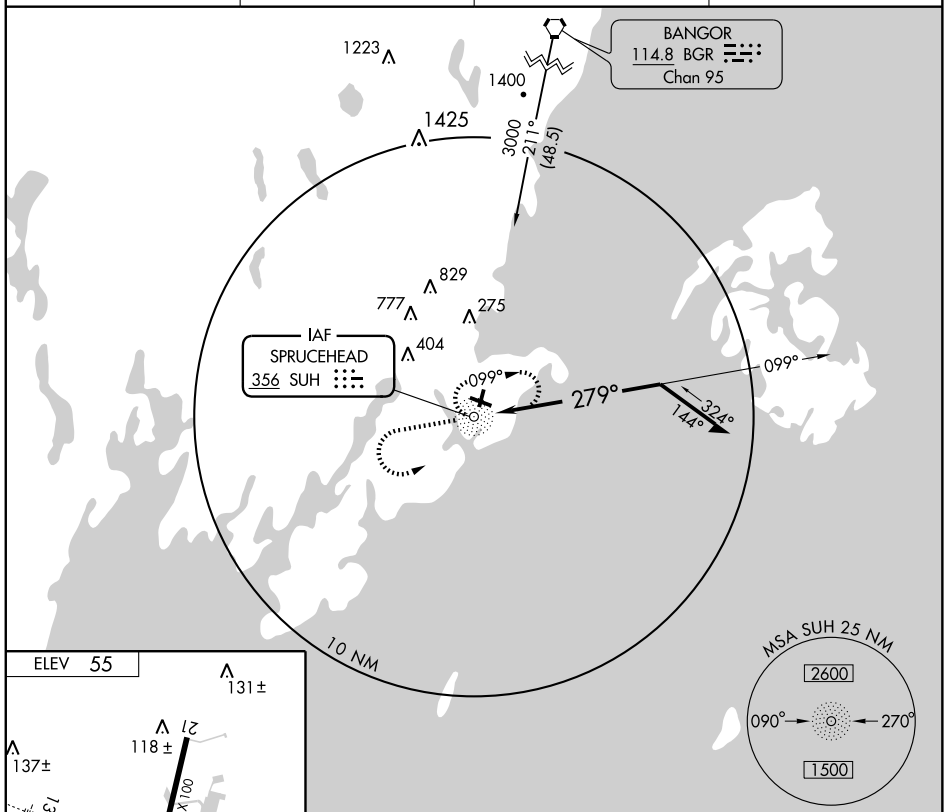
NDB RWY 31

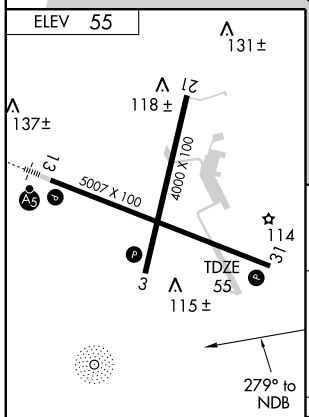
ROCKLAND/ KNOX COUNTY RGNL (RKD)

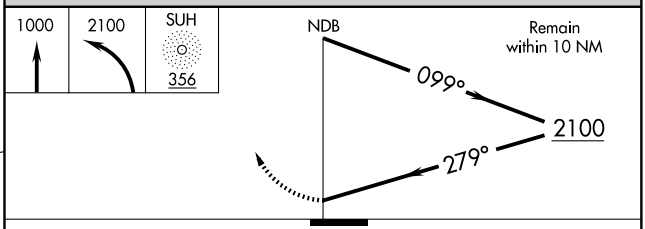
T
NA Straight-In minimums not authorized at night.

MISSED APPROACH: Climb to 1000 then left climbing turn to 2100 direct SUH NDB and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	128.35 299.2	123.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-31	620-1	565 (600-1)	620-1½ 565 (600-1½)	620-1¾ 565 (600-1¾)
CIRCLING	620-1	565 (600-1)	620-1½ 565 (600-1½)	620-2 565 (600-2)

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4000
CH 40210	031°	TDZE	54
W03A		Apt Elev	55

RNAV (GPS) RWY 3

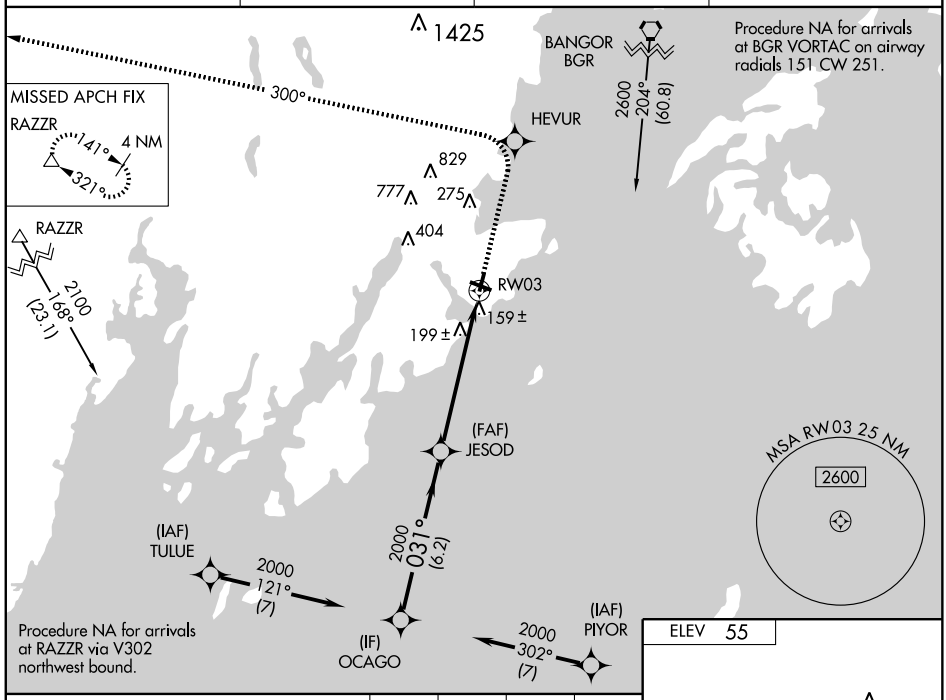
ROCKLAND/ KNOX COUNTY RGNL (RKD)

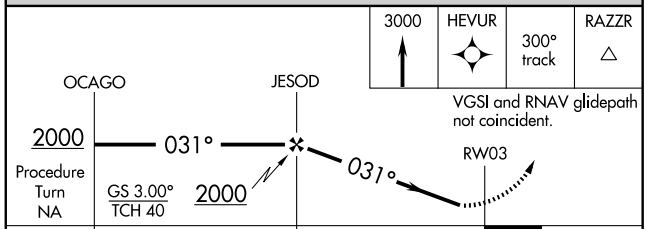
Baro-VNAV NA when using Wiscasset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

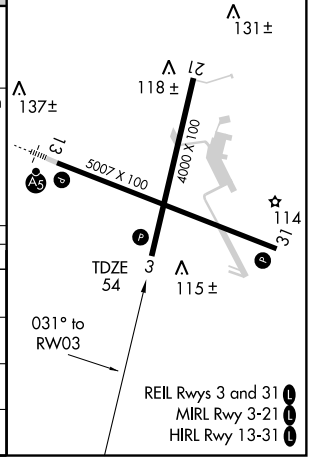
Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiscasset altimeter setting and increase all DA 65 feet, all MDA 80 feet, LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HEVUR and via 300° track to RAZZR and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	128.35 299.2	123.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	374-1¼ 320 (400-1¼)			
LNAV/VNAV DA	459-1½ 405 (500-1½)			
LNAV MDA	540-1 486 (500-1)		540-1¼ 486 (500-1¼)	540-1½ 486 (500-1½)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS		
309°	Rwy Idg	5007
	TDZE	55
	Apt Elev	55

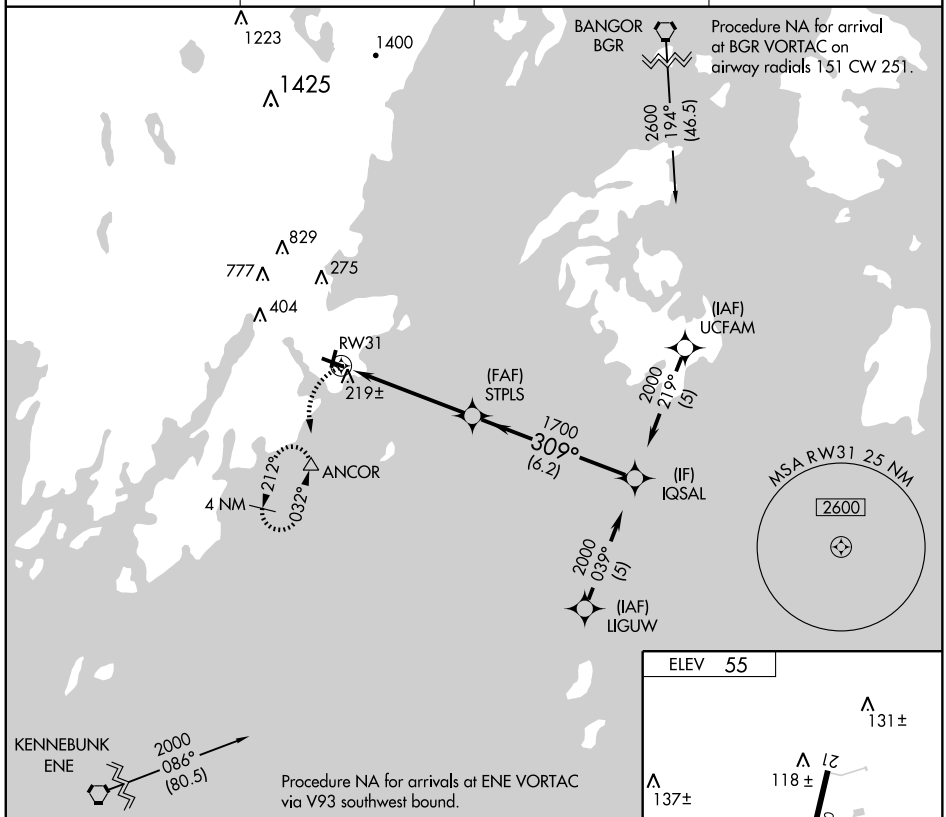
RNAV (GPS) RWY 31

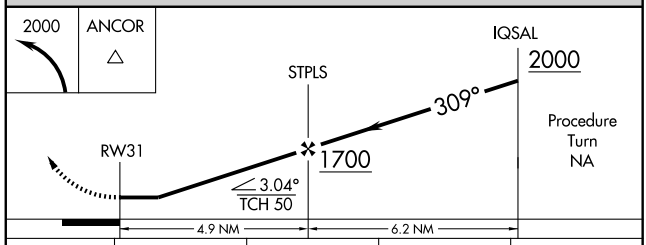
ROCKLAND/ KNOX COUNTY RGNL (RKD)

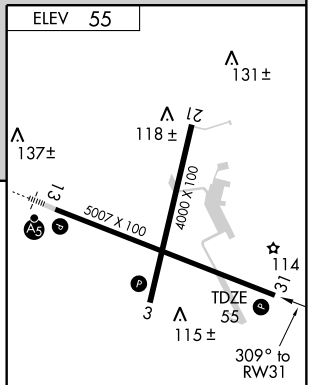
DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Wiscasset altimeter setting and increase all MDA 80 feet, LNAV Cat C and D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
119.025	128.35 299.2	123.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 425 (500-1)		480-1¼ 425 (500-1¼)	
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

REIL Rwys 3 and 31 L
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NE-1. 03 JUN 2010 to 01 JUL 2010

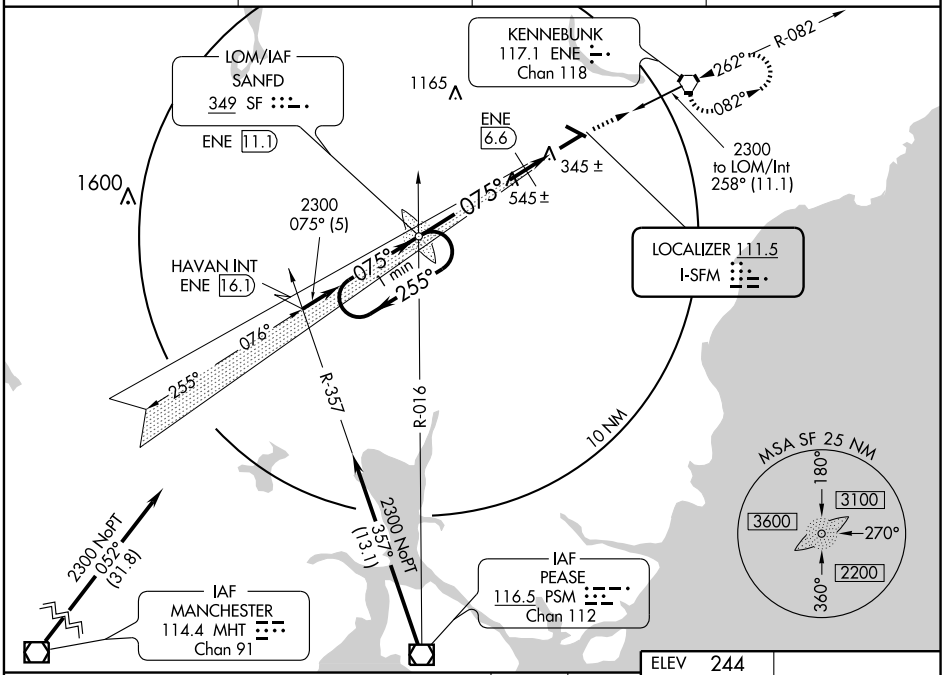
LOC I-SFM	APP CRS	Rwy Idg	6000
111.5	075°	TDZE	238
		Apt Elev	244

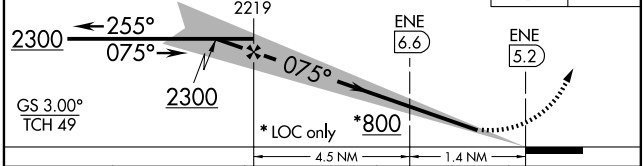
ILS or LOC RWY 7
SANFORD RGNL (SFM)

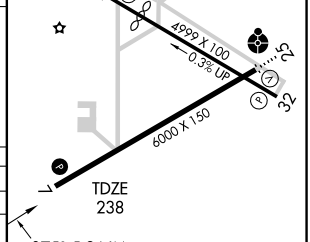
NA

MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L







REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-ILS 7	438-¾ 200 (200-¾)			
S- LOC 7	800-1 562 (600-1)		800-1½ 562 (600-1½)	800-1¾ 562 (600-1¾)
CIRCLING	800-1 556 (600-1)		800-1½ 556 (600-1½)	800-2 616 (700-2)
DME MINIMUMS				
S-LOC 7	600-1 362 (400-1)			600-1¼ 362 (400-1¼)
CIRCLING	740-1 496 (500-1)		740-1½ 496 (500-1½)	860-2 616 (700-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-1. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4999
316°	TDZE	239
	Apt Elev	244

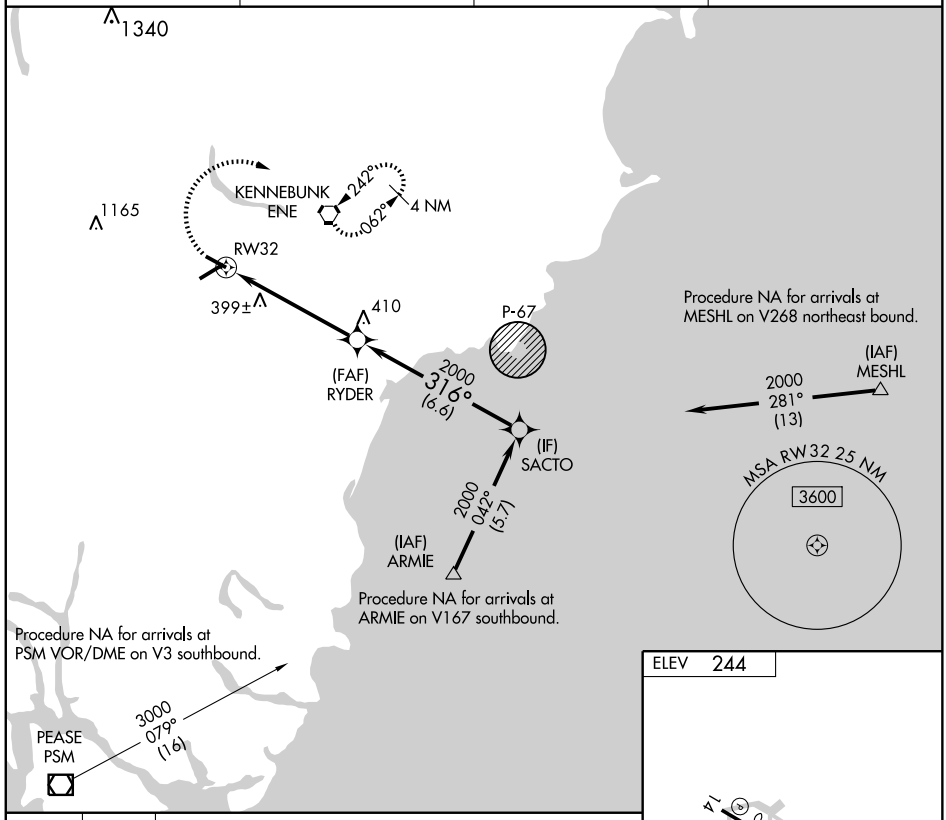
RNAV (GPS) RWY 32

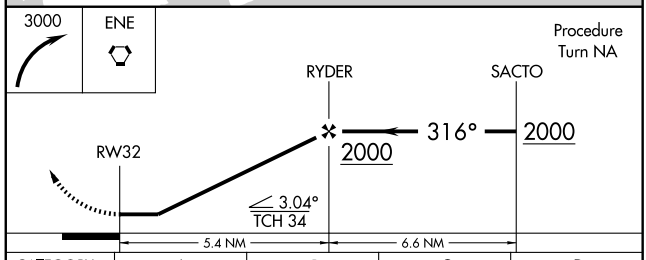
SANFORD RGNL (SFM)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

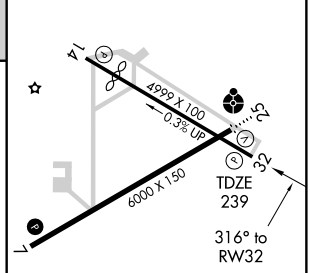
MISSED APPROACH: Climbing right turn to 3000 direct ENE VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	PORTLAND APP CON★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	660-1 421 (500-1)		660-1¼ 421 (500-1¼)	
CIRCLING	760-1 516 (600-1)		760-1½ 516 (600-1½)	860-2 616 (700-2)



REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

NE-1. 03 JUN 2010 to 01 JUL 2010

VORTAC ENE	APP CRS	Rwy Idg	6000
117.1	080°	TDZE	238
Chan 118		Apt Elev	244

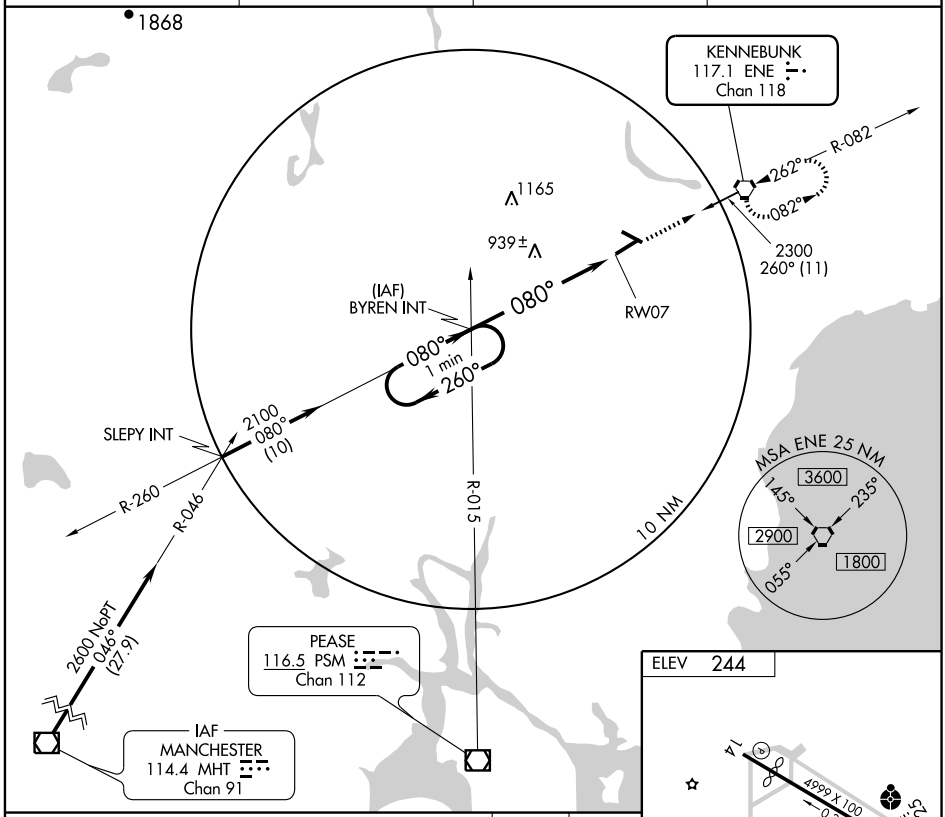
VOR or GPS RWY 7

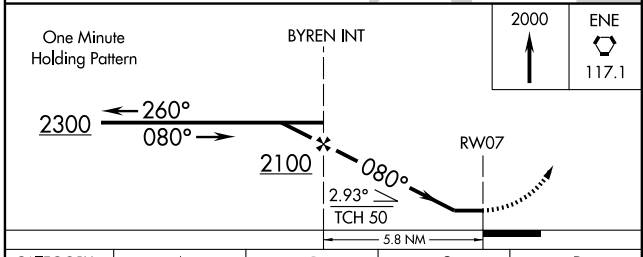
SANFORD RGNL (SFM)

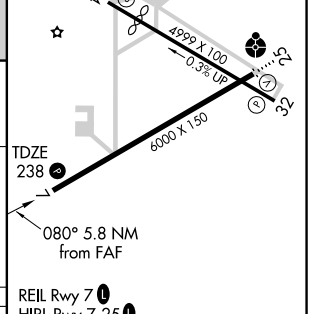
NA

MISSED APPROACH: Climb to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF)







REIL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 14-32

CATEGORY	A	B	C	D
S-7	1200-1¼ 962 (1000-1¼)	1200-1½ 962 (1000-1½)	1200-3 962 (1000-3)	
CIRCLING	1200-1¼ 956 (1000-1¼)	1200-1½ 956 (1000-1½)	1200-3 956 (1000-3)	

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NE-1. 03 JUN 2010 to 01 JUL 2010

VORTAC ENE	APP CRS	Rwy Idg	6000
117.1	261°	TDZE	234
Chan 118		Apt Elev	244

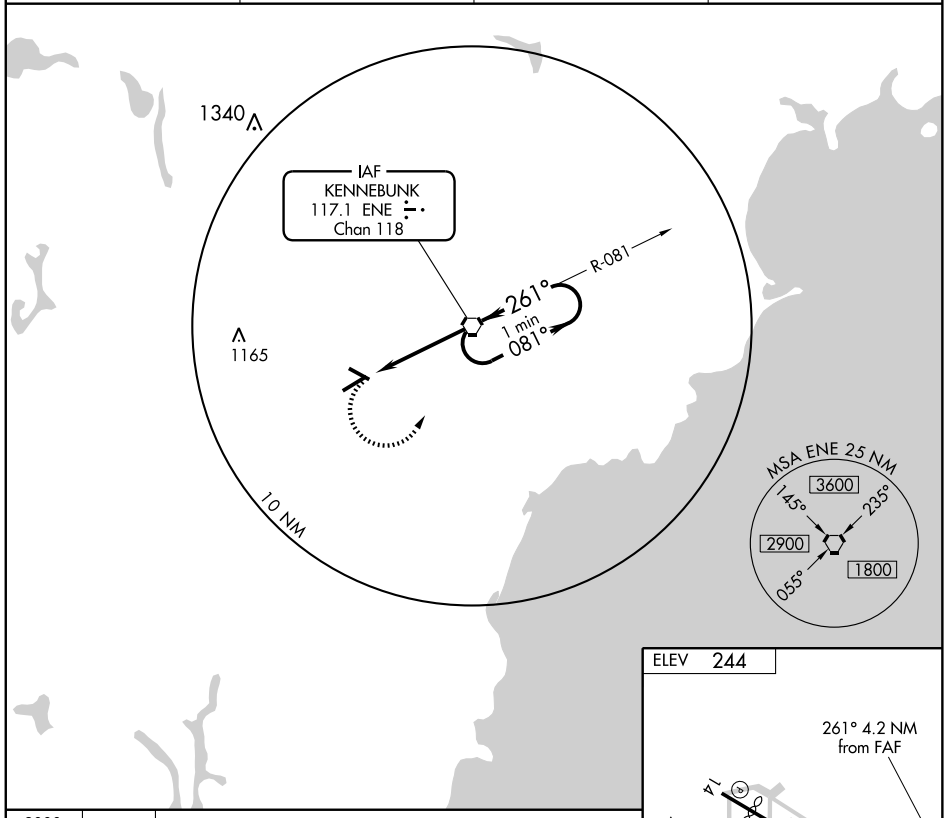
VOR RWY 25
SANFORD RGNL (SFM)

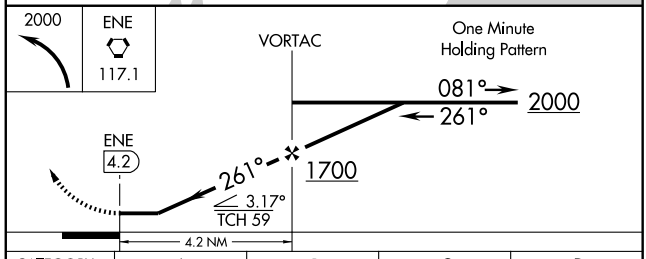
NA

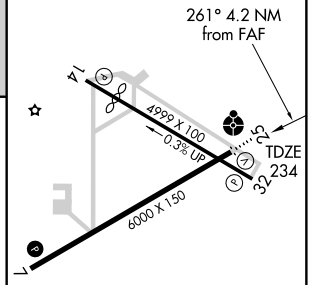
ODALS

MISSED APPROACH: Climbing left turn to 2000 direct ENE VORTAC and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 381.2	121.725	123.075 (CTAF) L







REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-25	600-1 366 (400-1)			600-1¼ 366 (400-1¼)
CIRCLING	740-1 496 (500-1)		740-1½ 496 (500-1½)	860-2 616 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-1. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-RLU	APP CRS	Rwy Idg	5500
110.5	047°	TDZE	309
Chan 42		Apt Elev	333

ILS or LOC RWY 5

WATERVILLE ROBERT LAFLEUR (WVL)

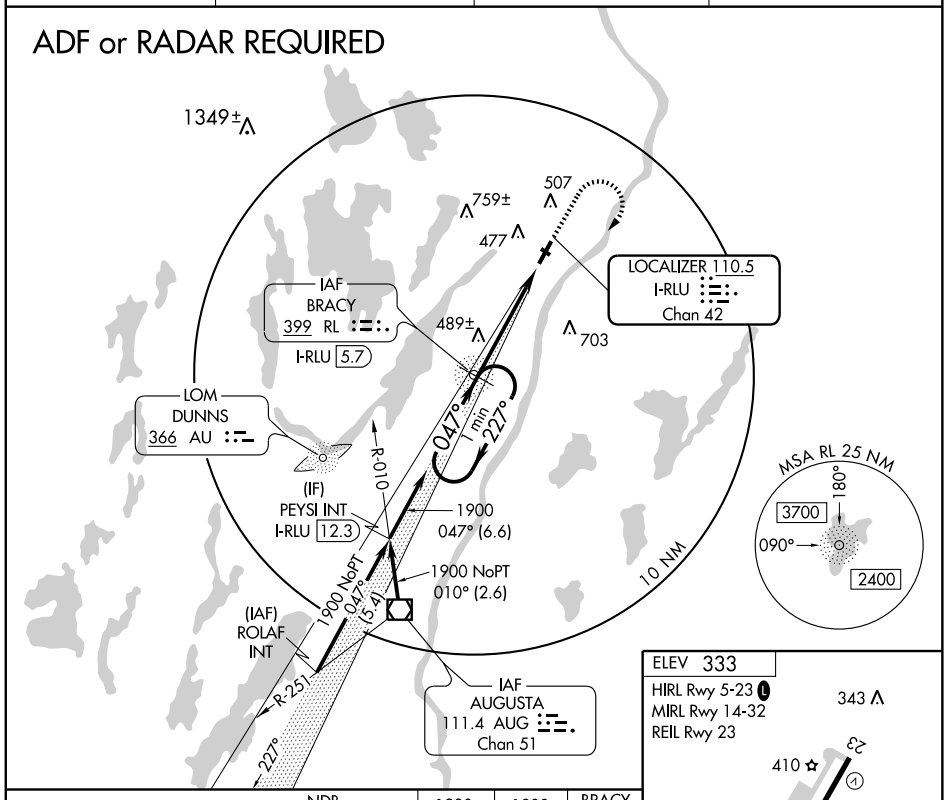
NA — Inoperative table does not apply to S-LOC 5 Cat C and D.

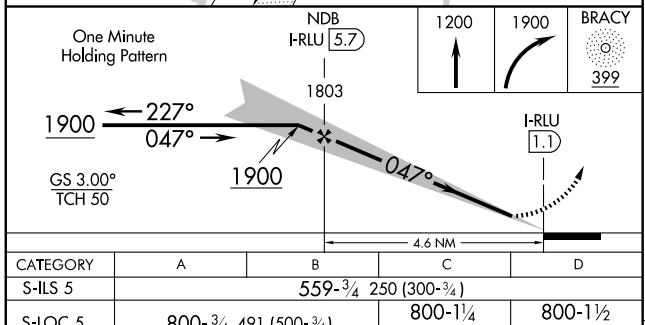
MALSF

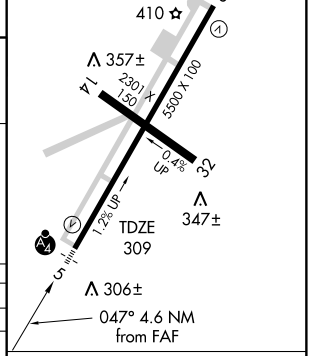
MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct BRACY NDB and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6 299.2	122.7 L (CTAF)

ADF or RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	559-¾ 250 (300-¾)			
S-LOC 5	800-¾ 491 (500-¾)		800-1¼ 491 (500-1¼)	800-1½ 491 (500-1½)
CIRCLING	820-1 487 (500-1)		820-1½ 487 (500-1½)	900-2 567 (600-2)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-1. 03 JUN 2010 to 01 JUL 2010

WAAS CH 63100 W23A	APP CRS 227°	Rwy Idg 5500 TDZE 333 Apt Elev 333

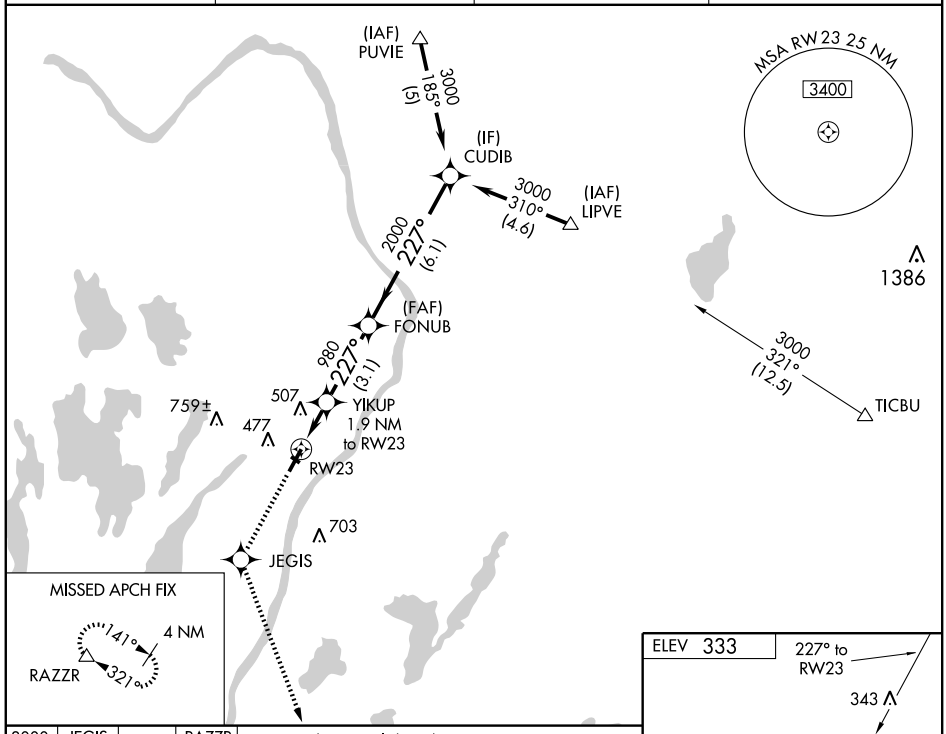
RNAV (GPS) RWY 23

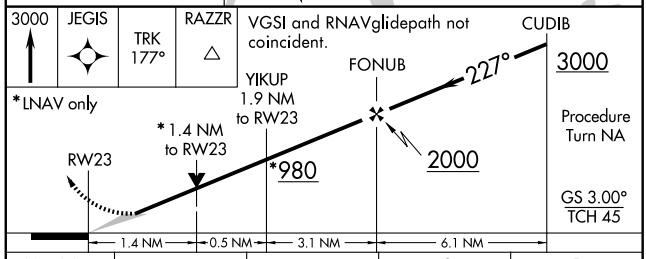
WATERVILLE ROBERT LAFLEUR (WVL)

Circling to Rwy 14 and 32 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta altimeter setting and increase LPV DA to 618 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA when using Augusta altimeter setting.

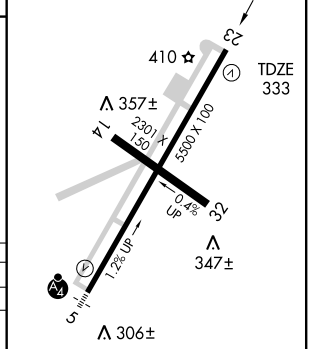
MISSED APPROACH: Climb to 3000 direct JEGIS and via 177° track to RAZZR and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6 299.2	122.7 L (CTAF)





CATEGORY	A	B	C	D
LPV DA	583-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	800-1 467 (500-1)		800-1¼ 467 (500-1¼)	800-1½ 467 (500-1½)
CIRCLING	860-1 527 (600-1)		860-1½ 527 (600-1½)	900-2 567 (600-2)



HIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwy 23

NE-1. 03 JUN 2010 to 01 JUL 2010

VOR/DME AUG	APP CRS	Rwy Idg	5500
111.4	040°	TDZE	309
Chan 51		Apt Elev	333

VOR/DME or GPS RWY 5

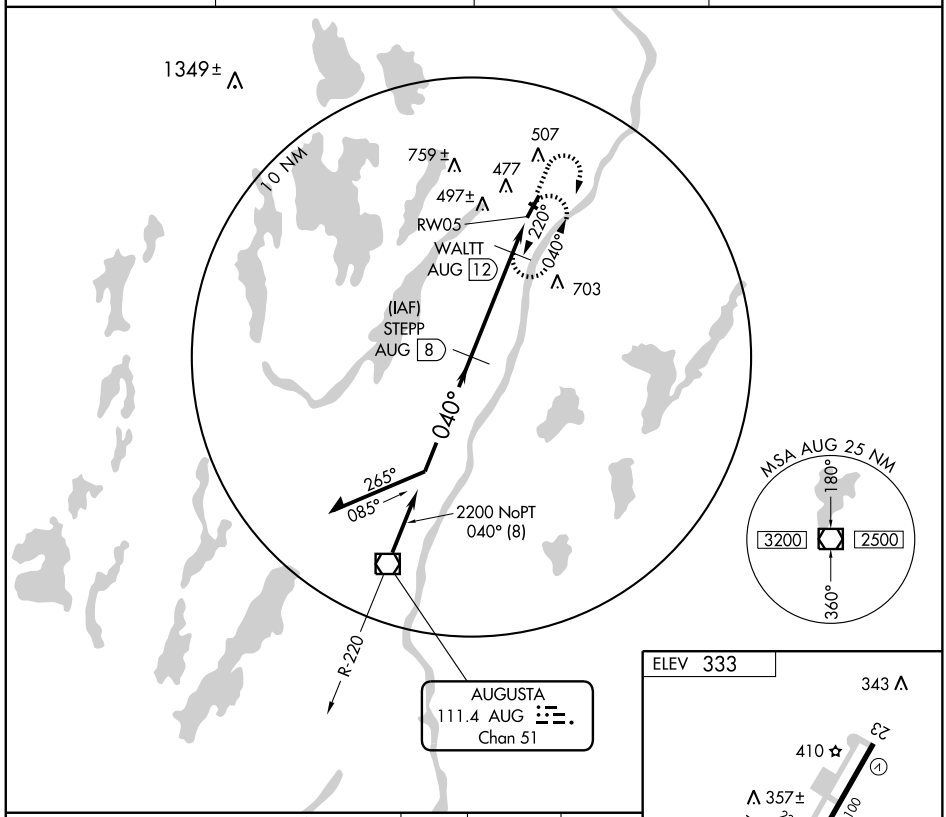
WATERVILLE ROBERT LAFLEUR (WVL)

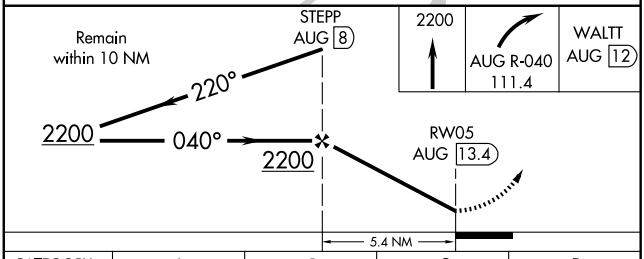
NA — Inoperative table does not apply.

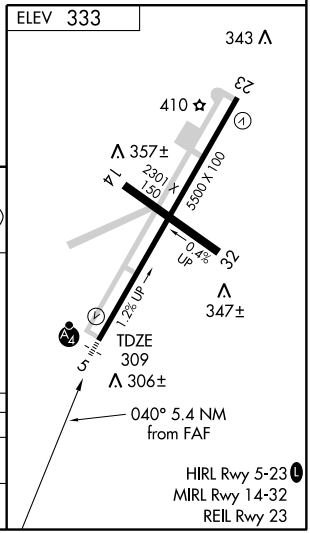
MALSF

MISSED APPROACH: Climb to 2200 then right turn via AUG R-040 to WALTT AUG 12 DME and hold.

AWOS-3	PORTLAND APP CON ★	CLNC DEL	UNICOM
118.375	128.35 299.2	124.6 299.2	122.7 L (CTAF)







CATEGORY	A	B	C	D
S-5	760-1	451 (500-1)	760-1¼ 451 (500-1¼)	760-1½ 451 (500-1½)
CIRCLING	820-1	487 (500-1)	820-1½ 487 (500-1½)	900-2 567 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwy 23

NE-1. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 7

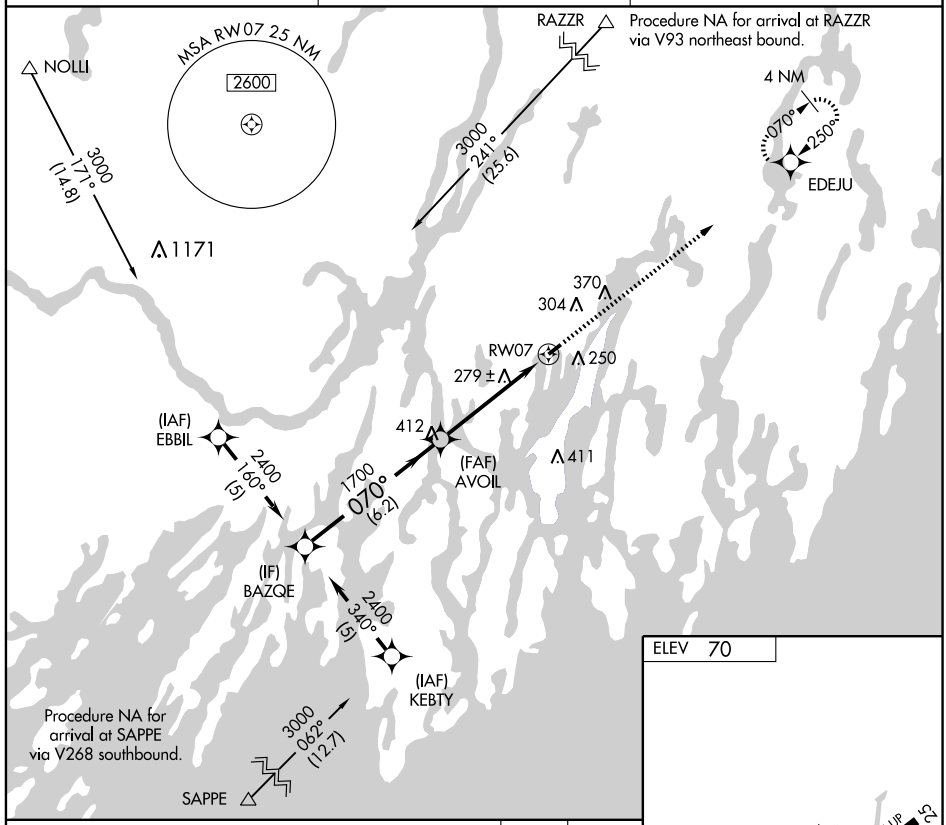
WISCASSET (IWI)

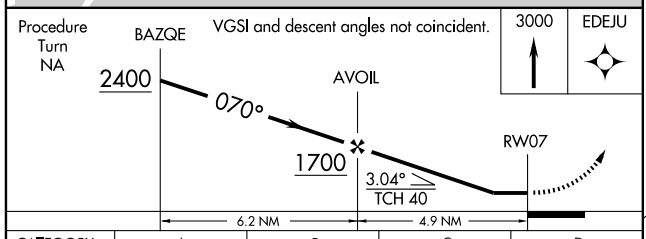
APP CRS	Rwy Idg	3397
070°	TDZE	70
	Apt Elev	70

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 7-25.

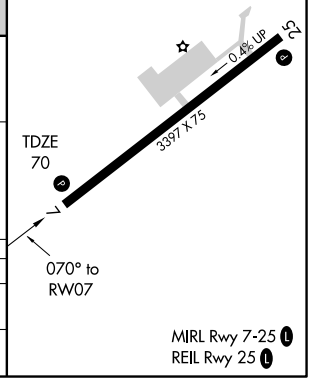
MISSED APPROACH: Climb to 3000 direct EDEJU and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.725	128.35 299.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	560-1 490 (500-1)		NA	
CIRCLING	640-1 570 (600-1)		NA	



NE-1. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 25
WISCASSET (IWI)

APP CRS	Rwy Idg	3397
250°	TDZE	67
	Apt Elev	70

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 7-25.

MISSED APPROACH: Climb to 3000 direct BAZQE and hold.

ASOS	PORTLAND APP CON ★	UNICOM
135.725	128.35 299.2	122.8 (CTAF) L

Procedure NA for arrival at RAZZR via V93 northeast bound and via V302 northwest bound.

RAZZR
3000
199°
(5)

NOLLI
1329
3400
106°
(12)

Procdure NA for arrival at NOLLI via V3-39 southwest bound.

TEKTE
3000
107°
(12.1)

(IAF) GEMIN
2400
160°
(5)

(IF) EDEJU
1700
250°
(6.2)

2400
340°
(5)

(FAF) OMDOW
370
304

(IAF) CEZAC

RW25
ITUXY
1.8 NM to RW25
250

RADAR required for arrivals at CEZAC.

411

MSA RW 25 25 NM
2600

BAZQE
070°
250°
4 NM

ELEV 70

250° to RW25

0.4% UP

TDZE 67

3397 X 75

3000
BAZQE

EDEJU
2400
250°
OMDOW
1700
ITUXY
1.8 NM to RW25
RW25
3.54°
TCH 40
760
1.8 NM
2.5 NM
6.2 NM

Procedure Turn NA

CATEGORY	A	B	C	D
LNAV MDA	580-1	513 (600-1)	NA	
CIRCLING	640-1	570 (600-1)	NA	

MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-1. 03 JUN 2010 to 01 JUL 2010